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第三十五百二千七第

日十二月七年丑癸

HONGKONG, THURSDAY, AUGUST 21st, 1913.

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Hongkong, 16th April, 1913. [544]

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HONGKONG OFFICE: 10A, DES VŒUX ROAD (1).
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, August 21st, 1913.

We learn from a little notice of the latest
issue of the *Journal of Tropical Medicine*
that it contains an article on children in
China by a writer who refutes the accusa-
tion that the Chinese are prone to destroy
female children. We have not seen the full
text of the article, but the short notice of
it in a review states that the writer's
observations on this matter go far towards
exonerating Chinese parents from such an
odious charge. He remarks that the
mortality due to the widely-reported
destruction of female children when these
are "not wanted" is a wholly negligible
quantity. "Nor are people cherishing children
more than the Chinese. Their desire for, and
fondness of, children is proverbial, and cruelty
to children is unknown. That children are
often 'found drowned' in harbours and
rivers is a fact, but when it is remembered
that the boat population of China numbers
some ten millions, accidents to children can
be readily understood. The boat popula-
tion actually live on the boats; they have
no shore habitation, but the family has its
being from generation to generation on the
boats. Finding a drowned child now and
again, therefore, cannot be wondered at,
and foreigners are apt all too often to
ascribe what is an accident to design." It
is remarkable how widely writers on
this subject differ. As Dr. ARTHUR SMITH
remarks in "Chinese Characteristics" it is
the most difficult of subjects upon which to
secure exact information, just in proportion
to the public sentiment against it. This

authority says the crime is much more
common in the South of China than in the
North, "where it often seems to be wholly
unknown," though other writers have
described it as quite a common practice in
some northern provinces, notably Shansi.
Dr. SMITH remarks that the number of
illegitimate children can never be small,
"and there is everywhere the strongest
motive to destroy all such, whatever the
sex." And, again, he observes, "Even if
direct testimony to the destruction of the
life of female infants in any region were
much less than it is, it would be a moral
certainty that a people among whom the
burial alive of a child of three in order to
facilitate the support of its grandmother is
held to be an act of filial devotion, could not
possibly be free from the guilt of destroying
the lives of unwelcome female infants."
Dr. ARTHUR SMITH is a recognised authority
on most things Chinese, which is more than
can be said of "J. C.," the writer of the
article in the *Journal of Tropical Medicine*.
Mr. DYER BALL in his "Things Chinese"
prefaces his article on Infanticide with a
remark about authors who have egregiously
sinned in writing about a small portion of
China in which they have resided, and have
judged of the whole of a vast empire by a
small part of it, reversing the mathematical
axiom that the whole contains its parts into
"one small part contains the whole." That
is the mistake which "J. C." evidently has
made. By these initials the author will be
readily identified by many of our readers. It
is rather surprising that anyone—especially
anyone whose experience of Chinese life
was gained more than a decade ago, should
write as though Chinese infants were just
as carefully nurtured as infants in any
Western country. Mr. DYER BALL wrote
on this subject: "The mortality amongst
infants in China is awful." With death
statistics in Hongkong, if reliable, it is
possible to form some idea of what it must
be in China, where no statistics are available.
Out of 1,000 Chinese infants born in this
Colony only 72 survived for a period of twelve
months in 1900." This does not necessarily
mean that this was entirely due to infanticide.
It is very well known that injudicious feeding
is very largely responsible for the enormous
infantile mortality in China, but there is
also overwhelming testimony that in many
parts of China infanticide is common
enough. Dr. DUNGEON, in a pamphlet on
"The Diseases of China," described infanti-
cide as quite a common practice in Shansi.
"The teachers," he wrote, "deny that female
infants are thus killed, but the common
people readily admit that they destroy
many of their girl babies. There are
comparatively few old women of the poorer
classes who have not been guilty of the
crime." This writer says it has been cal-
culated that of every thousand girls born in
China sixteen are smothered at birth, to
avoid the "calamity and disgrace" of
having another girl in the house; while
Mr. DYER BALL declares that from
enquiries made in some villages in the
Province of Fokien "it was ascertained
that an average of 40 per cent. of the girls
were thus murdered, as we call it, but
neither Chinese law nor opinion seem to
consider it as such." "J. C." is not such an
authority upon life in China that his *ipse
dixit* on such a subject will be accepted as
the last word.

The daily plague sheet was blank
yesterday.

Engineer Rear-Admiral Fielder, who is
well remembered in Hongkong, has
retired.

A man was fined \$925 at the Magistracy
yesterday for being in unlawful possession
of five tins of opium.

A Chinese who was on board the *Mexico*
Maru has been conveyed to the Hospital,
suffering from injuries caused by another
man who is now in custody.

We are informed that the Pagal
Gyokhama announced to take place at the
U.S.R.C. ground on Saturday next has
been cancelled.

A good many forged notes have made
their appearance in Netherlands Indies
of late, and they are thought to have been
manufactured in the Straits Settlements.

It was understood at Singapore that
Chan Kwing Ming, who arrived there on
the 11th inst. by the N.D.L. str. *York*,
was going to Rangoon en route to India
and eventually to Mongolia.

THE WRECK AT THE PARACELS.

There are hopes of saving the *Matsura-
maru*, the steamer wrecked at the
Paracels. She has a cargo consisting
mainly of shipbuilding materials for the
Mitsui Bishi dockyard at Nagasaki. The
captain has suggested the dispatch of 250
coolies to lighten the ship by jettisoning
some of the cargo.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

AFFAIRS IN THE BALKANS.

PERVET RECEPTION OF GREEK KING.

LONDON, August 20th.

Unbounded enthusiasm was displayed
at the King of Greece's entry into Athens.
The streets were thronged with crowds
carrying miniature Greek flags and
laurel branches. The people broke out
into fervent cries of "Long live Constant-
ine the Great." "Long Live Constant-
ine, Slayer of Bulgarians."

The Royal procession went to the
Cathedral, where the *Te Deum* was sung,
and subsequently proceeded to the Palace,
crowds running behind the cortege shout-
ing for joy.

HOPE FOR BULGARIA.

Bulgaria has been informed that the
Powers will take concerted measures with
a view to compelling Turkey to respect
the Treaty of London.

ROUMANIA'S PROMISES.

Roumania has now ratified the Treaty
of Peace.

Roumania has assured Bulgaria that the
evacuation will be complete by the 25th
inst., and that she will indemnify the
population for all losses sustained. She
will also hand over the railways to-day
(Thursday).

A TURKISH DENIAL.

According to a message from Constan-
tinople, the Grand Vizier emphatically
denies that the Turkish troops advanced
into Bulgaria proper, but admits that the
right bank of the Maritza, as well as
Demotica and other strategic points to
the north of that city, have been occupied.
This was solely to defend the railway,
which follows the right bank of the
Maritza.

BULGARIAN GARRISON OUSTED.

The Turks have occupied Kuchuk-
kavak, in the Gumuljina district,
inflicting casualties on the small Bul-
garian garrison.

THE PRESS AND RUSSIA'S
ATTITUDE.

Pending representations by the Powers,
some speculation exists in the papers
concerning a possible anti-Turkish action
by Russia, in which connection the with-
drawal of two Russian warships from the
Bosphorus for Sevastopol is quoted by
The Times as a significant hint that they
may return in a less peaceful fashion,
while Constantinople and Asia Minor are
left unguarded, with the whole Army in
Thrace.

The *Daily Mail* remarks that the diffi-
culty for Europe is that the questions of
the future of Constantinople and Asia
Minor and the control of the
Dardanelles may well be once again
raised.

CURIOUS BULGARIAN CHARGE
AGAINST THE GREEKS.

A curious situation has arisen,
the Bulgarians accusing the Greeks
of informing the Turks of the
date of their evacuation of places so that
the Turks might immediately re-occupy
them. The Greeks deny this, but the
Bulgarians adhere to their statement and
declare that the Greeks have always
acted in unison with the Turks against
the Bulgarians.

PASSENGER STEAMER SINKS
NEAR ALASKA.

OVER 50 PEOPLE DROWNED.

LONDON, August 20th.

A telegram from Juneau (Alaska) says
that the steamer *State of California*
while proceeding at full speed struck
an uncharted rock in Gambier Bay and
sank in three minutes.

The passengers were asleep at the time,
and 25 or more were drowned, and also
27 of the crew. The cargo and mails were
also lost.

The vessel was valued at \$500,000.
The Captain and 40 others escaped in
rafts.

THAW CAPTURED IN CANADA.

NEW YORK, August 20th.

A telegram from Continook (Quebec)
says that Harry Thaw has been arrested
at the request of the United States
Sheriff.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

UNITED STATES AND MEXICO.

SUPPOSED MEXICAN ULTIMATUM.

Mexico City, August 20th.

The Mexican Government has handed
a letter to Mr. Lind demanding the
recognition of the Government by the
United States and has sent another letter
direct to Washington. This is regarded in
New York as an ultimatum, as the
United States are given till midnight to
recognise the Mexican Government. It is
understood that a refusal would mean
the severing of all relations between the
two countries.

The officials at Washington deny the
receipt of the ultimatum. Mr. Bryan
announced that he had only received the
news of President Huerta's rejection of
the American suggestions for a peaceful
settlement of the Revolution.

President Wilson and the Ministers
are plainly disappointed at the rejection.
The legislators take the view that the
Government has done all that a friendly
neighbour can. The only interest of the
United States now is to protect lives and
property, to claim indemnities for losses,
and to withdraw American citizens.

A later telegram from New York says
that there was a conference between Mr.
Lind and President Huerta late on
Tuesday night, and it is believed to have
resulted in an understanding and to ren-
der possible a continuance of the
negotiations.

TERRIBLE DYNAMITE EXPLOSION.
OVER A HUNDRED PERSONS KILLED IN MEXICO.

MEXICO CITY, August 20th.

A dynamite truck exploded in a street
in the suburbs of Tacubaya, over a
hundred being killed, mostly women and
children.

THE OLYMPIC FUND.

LONDON, August 20th.

The Duke of Westminster has given
£1,000 to the Olympic Fund.

AUSTRIAN EMPEROR'S BIRTHDAY
APPOINTMENT.

VIENNA, August 20th.

The Emperor, on the occasion of his
birthday, has appointed the Archduke
Franz Ferdinand Inspector-General of
the entire armed forces of the country.

SCOTCH PIONEER'S DEMISE IN
AUSTRALIA.

MELBOURNE, August 20th.

A pioneer Scotsman, named William
Robbie, a nonagenarian, who was sup-
posed to be indigent, has died at
Ballarat. He bequeathed £30,000 to the
Aberdeen University. His relatives,
none of whom are in Australia, will
receive £650, and Ballarat Hospital £50.

AUSTRALIAN WARSHIPS AT
CAPE TOWN.

CAPE TOWN, August 20th.

The Australian warships *Australia* and
Sydney have arrived at Cape Town. A
programme of festivities, extending over
a week, has been arranged.

NEW FRENCH AMBASSADOR AT
TOKYO.

PARIS, August 20th.

M. Regnaud has been appointed Am-
bassador at Tokyo in succession to M.
Gerard, who has retired.

BELGIUM AND CONGO RUBBER
DUTIES.

BRUSSELS, August 20th.

According to trustworthy information,
the Minister for the Colonies is about to
issue an urgent decree for the almost
complete exemption of Congo rubber
from the export duties.

OBITUARY.

LONDON, August 20th.

The death is announced of General Sir
Martin (Andrew) Dillon, G.C.B., a
Crimean veteran, at the age of 87.
[The deceased served in the Crimea, the
Indian Mutiny, China in 1860, and
Abyssinia.]

The death has occurred of Mr. Graham
C. Kerr, Governor of Port Sudan.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ULSTER AND HOME RULE.

PROPOSED GRAND MARCH PAST OF VOLUNTEER
FORCE.

LONDON, August 20th.

In view of expected developments, it
is understood that there will be a great
march past of the whole of the Ulster
Volunteer force at the end of September.
Colonel Wallace, the Grand Master of the
Orange Order, has already appealed to
all members who are not yet enrolled in the
force to enrol immediately, and now Sir
Edward Carson has sent a letter to the
Unionist Clubs in Ulster urging all who
are eligible to join without delay. He
says that even old men can guard their
homes and property, releasing all the
young and active men for whatever work
may be necessary.

HOME RULE BY JUNE.

Mr. Thomas Limerick, Nationalist mem-
ber for East Limerick, speaking at
Limerick, said that he had a message
from Mr. Redmond to the effect that
Home Rule, with the consent of the King,
would be the law of the land by next
June.

H.E. THE GOVERNOR GOES HOME
ON LEAVE.

His Excellency the Governor left for
Shanghai by the N.D.L. steamer *Luetan*
last night, en route for England via
Siberia. His Excellency goes on four
months' leave. During his absence the
Hon. Mr. Claude Severn will be the Of-
ficer Administering the Government, and
the Hon. Mr. A. M. Thomson Colonial
Secretary.

SUPREME COURT.

Wednesday, August 20th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. J. H. KEMP
(PUNISH JUDGE).

CLAIM FOR RENT.

A case was called on in which B. M.
Conception is suing A. Foster to recover
the sum of \$58, being as to \$38 due for
rent of the top floor of No. 2, Morrison
Hill Road, and as to balance being value
of certain partitions belonging to the
plaintiff and wrongfully removed by the
defendant from the said premises.

Mr. P. W. Goldring, who represented
the defendant, said that by arrangement
the case would go into Friday's list with
his Lordship's permission, with leave for
defendant to file a counter-claim.

Mr. Mason asked for plaintiff's costs of
the day.

Mr. Goldring thought costs should be
in the cause, or reserved.

Mr. Mason—The defendant has had
plenty of time to file a counter-claim up
till now.

Mr. Goldring—We were discussing
settlement up till midday yesterday.
His Lordship reserved the question of
costs, and the case will be mentioned in
Friday's list.

PIRATES NEAR THE BRITISH
BORDER.

Expelled from Canton without money,
but with arms and ammunition, the
pirates have taken to the country, and fears
of an invasion by them have been enter-
tained not only in inland towns in South
China, but along the British border.
Reports were made to the Hongkong
police that large bands were roving the
country between Sham Chun and Namtau,
and that it was feared they might cross
the border and pillage border villages.
It would appear also that the authorities
at Canton were notified of their presence
in the vicinity of Sham Chun, for a num-
ber of Chinese soldiers were despatched
to Sham Chun to protect that town.

When the news was received by the
Hongkong Police Authorities arrange-
ments were made for the prompt despatch
of a large body of police should this be
considered necessary. All Tuesday night
the men slept with their arms and
accoutrements alongside them, ready for
duty at a moment's notice, and the Rail-
way Administration kept an engine in
readiness to convey them without delay
to the frontier. Fortunately, how-
ever, no call for help was
received, and members of the force
returned to their usual duties yesterday
morning instead of, as some of them
anxiously expected, proceeding to the
border to have a brush with the pirates.

In the present instance the alarm
proved a false one, but while these law-
less and ruthless bands of cut-throats are
roaming the country, there is no telling
when they may cross the border into
British territory. It is satisfactory to
know that the police authorities are
awake to the danger.

CANTON DAY BY DAY.

[FROM OUR OWN CORRESPONDENT.]

CANTON, August 19th.

NEW PROCLAMATIONS.

A proclamation has been issued by
Wong Sze Lung to the troops asking all
those who have gone away to return to
the service and they will be pardoned.
The soldiers are being sent off in hundreds
to different parts of the delta, where they
will act as guards and punitive expedi-
tions against the pirates. Kowloon,
which is in the Sun Ning district and
right in the middle of the delta, has been
a happy hunting ground for these robbers,
and to this part quite a lot of soldiers
have been despatched. Another pro-
clamation much on the same lines as his
previous one has been issued by
Lung Chai Kwong telling people that
there will be no more trouble and that he
has the situation well in hand.

ADMIRAL LI CHEUNG.

The native Press make quite a lot of
the fact that Admiral Li is coming back
to Canton. He could not be said to have
great popularity when he left at the time
of the revolution and it is difficult to
know how he will be received. He is to
be commander under Lung of what might
be called the Water Army, as opposed to
the Land Army under Wong Sze Lung.
Lung's brother has been appointed next
in command to Wong, and all are work-
ing in harmony.

STREETS BUSY AGAIN.

The streets of the city are beginning
to take on their natural appearance and
they are no longer deserted in parts.
Quite the usual number of coolies are to
be found carrying about merchandise and
business seems to have got going again.
The pedestrians no longer have a scared
look about them, and the slightest noise
no longer causes people to start and look
all round them. Goods are being taken
off the foreign Concessions again, and
even some of the looted shops have
re-opened. The "maskee" spirit of the
Chinaman is very evident at a time like
this, and he takes all this late trouble as
a matter of course and looks upon it in
the light of a dose of medicine which
has to be taken but which is nothing out
of the ordinary. There was a conspicu-
ous absence of soldiers in the streets and
on the Bund this morning, and almost the
only armed men to be seen were the
police.

THE LAST FLICKER OF THE
REBELLION.

The rebels are still giving trouble at
Nanking and Kiating. During the past
few days the Northern troops have
successfully engaged them at both places.
The rebel leader made good his escape
from Nanking. A force of 3,000 district
watchmen, organised by the merchants
saved the city from being looted. At
Kiating the rebels abandoned the city,
but in their flight encountered the
Northern Army's commissariat waggon
and captured them.

THE RAILWAY EMBEZZLEMENT
CHARGE.

DEMANDANT ACQUITTED.

The case in which Leung Kam Tsung,
a stationmaster in the employ of the
Kowloon-Canton Railway, was charged
with embezzlement and falsification of
accounts, concluded before Mr. C. D.
Melbourne at the Magistracy yesterday
after a four days' hearing. The prin-
cipal question involved was as to whether
the stationmaster was entitled to the
profit on exchange of subsidiary coins;
whether his appropriating any such profit
amounted to an intent to defraud, and if
so, whom. His Worship held that there
was no evidence to convict on the first
charge, and the second, after hearing
the defendant the Magistrate acquitted
him. Mr. Percy Smith sat on the
bench with His Worship to advise him
with regard to the accounts. The defend-
ant was presented by Mr. P. W.
Goldring (of Messrs. Goldring & Russ.).

LANGKATS.

Information from the North points to
the fact that very big lots, mostly "Cash"
shares, having large lots, the purchasers
knowing of no dividend would be
declared, also that the output is
expected to be less. They have bought
the shares, hold, and will not now
part with them.

It is thought that Hongkong buyers may
not be able to take up their purchases for
September delivery and that they will be
compelled to sell back to Shanghai and
thus help short sellers there. If,
however, Hongkong buyers can finance
themselves short sellers in Shanghai,
of whom there are many, to the extent of
10,000 to 20,000 shares, will be compelled
to pay considerably enhanced price to
cover against their forward sales.

PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]
PARIS, July 25th.
SOCIAL GOSSET.

At this time of the year the migratory instinct is very strong in us. We are all conscious of the relief it is to get away from our accustomed surroundings. Fresh scenes, fresh faces, other settings, even the change of food do wonders to those who are wont—such a bad habit, by-the-by—to think too much of the passing milestones. Most of us have always been taught, since our earliest days, to reverence a saint, even though he border on the legendary, but one finds it somewhat difficult to conjure up any sort of respect for St. Swithin with all his piety. Perhaps in those early times of the Middle Ages the Saint was efficient and the weather coincided with his season, but there has been a great falling off somewhere, and St. Swithin is no longer to be trusted. This year, this barometrical day was very wet; two days after the sun was shining for all it was worth. Last year St. Swithin was cloudless, and was followed by a ghastly July and August. It is certainly no weather for holiday-makers; those that are at the seaside on their annual pilgrimages have written home to their relations and friends to "be wise and stay at home." This is not at all encouraging for the thousands of parents ready to quit Paris with their children. The longer one waits for a change, the worse the weather conditions appear; it is boisterous enough to remind us of November and of the dark days before Christmas. Most people look upon the "summer" as already gone.

JULY 14th.

With the exception of the display of a little more or less enthusiastic patriotism the 14th of July National Fête is always the same. All France once more kept its usual joyous holiday this year in celebration of the 124th anniversary of the fall of the Bastille. At an early hour the Boulevards were thronged with merry-makers, who promenaded up and down and watched the performances of wandering acrobats, jugglers, musicians, dancers and street singers. The gaily decorated streets resembled Carnival time, with the crowds of pleasure seekers. In the early morning magnificent wreaths were placed on the Strasbourg monument in the Place de la Concorde, by various deputations from Alsace-Lorraine in native costumes, and other sympathetic Societies. President Poincaré—fresh from London, so to speak—while driving to Longchamps to witness the grand annual military review was enthusiastically cheered all along the route. In the Presidential tribune with him were the members of the Cabinet and the Ambassadors. The presence of detachments of native Regiments from the French Colonies in Africa, Tonkin, Annam, and Madagascar, lent wonted interest to the military pageant. The new President of the Republic—the most popular in 40 years—was greeted on his arrival on the racetrack by one of the largest crowds which has ever attended the great military spectacle. The ladies' charming toilettes were in keeping with the ideal weather. After the presentation to the President of the colours of the forty Regiments on parade and the inspection of their escorts, all the troops marched past. The native detachments were given the place of honour at the head of the column and received a tremendous ovation. Another feature of the Review which made a great hit with the onlookers was a detachment of military ambulances, who marched past in perfect order. During the Review five army aeroplanes darted here and there over the heads of the troops while a military dirigible circled and manoeuvred round the Longchamps racetrack—one of the finest in France.

A COVERED PRIZE IN MUSIC.

For the first time in history, Le Grand Prix de Rome—the most coveted prize in music in France—has been awarded to a woman, Mlle. Boulanger, aged 39, who is the daughter of Prof. Boulanger, for her exquisite composition entitled "Faust and Helene."

RESTAURANT REFORM.

A restaurant reform has been introduced in Paris since the first of the present month. The open-air parts of the cafés are now only allowed to occupy one-third of the sidewalk, and where the sidewalks are narrow, no chairs are to be placed beyond the proprietor's grounds.

NAPOLEON'S PRIME MINISTER.

Eugène Olivier, who was Prime Minister to Napoleon III, when the latter declared war against Prussia in 1870, has just celebrated his 88th birthday. Olivier's public career virtually ended with the 1870-71 war—"L'Année Terrible," as the French still call it. Since that time, he has accomplished a vast amount of literary work, including a stupendous history of France. In spite of his great age he is still capable of working ten hours a day.

THE OFFENCE OF FLYING THE PAPAL FLAG. Bishop Humbrecht, of Poitiers, and thirty Catholic laymen, have just been fined 2 francs (1s. 8d.) each for the offence of having displayed the Papal flag on the 4th May last. The reasons given by the prosecution are that it is not the private flag of the Pope nor the national flag of the Pontifical States, since these exist no longer; and that the Pope is not officially recognised as a Sovereign. An appeal has been lodged.

A FUTURIST POET.

Marinetti, the futurist poet, recently lectured before the futurist exposition of sculpture on "wireless imagination transference," by which he means thought transference. The lecture was delivered in the new futurist literary style, abounding in violent adjectives, staccato sentences and unconnected phrases. It was a mere jumble of suggestive words and sounding syllables. Frequent interruptions from excited objectors to Marinetti's theories led to a general hubbub, culminating in a riot, in which the audience of art students initiated the futurist poetical style—all senseless rubbish. The meeting eventually broke up in a terrific uproar.

"LITTLE EDWARD."

"Frenchman," a member of the party which recently attended President Poincaré on his visit to London, gives the following impressions of the Prince of Wales, known as "Little Edward." "The Prince has made his debut in Parisian high society, which was immediately conquered by the charm and simplicity of his manner, and the graciousness and courtesy of his slightest actions. This youth, who is still almost a child, is a born Prince. Fate has been admirably inspired in so arranging things to allow the young Prince to make his first appearance in public life in welcoming the President of the French Republic at Portsmouth. The Prince is thus doubly dear to all Frenchmen. We feel that he is a little of ours, as France has twice been his sponsor, and let us hope, his good fairy. For the rest, the Prince has been completely successful in the mission confided to him by his father. Despite his timidity, which is natural and which becomes him wonderfully well, he was not embarrassed when he bade M. Poincaré welcome to England. He was modest, such as became a youth in the presence of a statesman, but he was very charming and full of those little acts of thoughtfulness and delicate attention which denote the well-brought-up boy and appeals strongly to those to whom they are proffered. The French President took a great liking to 'Little Edward' at once, and in the President's entourage the Prince is always spoken of as 'Prince Charming.'"

THE CINEMATOGRAPH IN POLITICS.

Reasoning that moving pictures of the Chamber of Deputies during most important debates would stimulate pride and patriotism throughout France, the Clerk, on his own responsibility and privately, gave permission to a cinematograph company to work its cameras in the Legislative Hall. While the three years' military service Bill was under consideration, a machine was installed and ran several hours before the Deputies knew anything about it. Only fifteen members were in their seats, and some of them were yawning, even snoring away the dull hours, only rousing when a vote was called for and then voting the proxies of the 400 absentees. Finally the news got round and there was a remarkable change. The bar was deserted, and there was no dozing, no yawning, no stretching, but much pretty strutting, fine gesticulating and a universal effort to look solemn and wise.

THE MONT DE PIÉTÉ.

The Mont de Piété or official pawnshop of Paris, familiarly known as "Ma Tante" ("My Aunt," not "My Uncle" as in England), has noticed the signal of distress, and its director has sent word to the Government that unless it has 10,000,000 francs (£4,000,000) within six weeks it will be quite out of funds. The Mont de Piété has no reserve fund, as it hands over all its profits to the Public Charities. The absurd result is that the Mont de Piété has periodically to borrow money, for which it pays the current interest of 8½ per cent. This amount has to be deducted from all articles pawned. Thus in order to give profits to one set of poor people protected by the Public Charities, another set of poor people may be deprived of the money they desire to raise. Every winter and summer the stringency is most marked, for there usually comes a period when overcoats are pawned while bicycles are taken out.

FASHIONS.

The Coatee of the Moment:—Among the latest novelties—and their name is legion—the little coatee of the moment deserves special mention, for it never came in prettier guise. It is a really artistic little garment, and useful, too. In futurist coloured and patterned silks, it gives a quaint note to a simple dress, although the materials of which it is made may strike one as exaggerated in the highest degree. Fashions at the

moment present striking contrasts, and the most elaborate toilettes are seen side by side with others of a sober simplicity—in cut and make. For these latter, the little coatee, also simple in its lines and decorations, although gorgeous in colouring, is exactly suited! Fashions are all designed for the young and slim, and generally for the tall, but the quite elderly woman may indulge in a penchant or inclination for something bright, which with a coatee of cubist silk will relieve a sombre toilette, without fear of reproach. This year's fashions lend themselves admirably to what may be termed elderly adaptations, and there is no reason why the woman approaching middle age, or even the frankly middle-aged, should not look as well turned out and quite as suitably and fashionably dressed as a girl of sweet and twenty, provided the former possesses judgment.

The Be-frilled Tulle Hat:—Hats of the hard, anyfolding type have given place to befrilled and ruffled headgear, that requires little, and in some cases no, trimming, unless a band of black moiré ribbon, or black velvet, may be so designated. Some models have no crown, and may be worn by those girls who are fortunate enough to possess fine heads of hair. The frilling is not close and crisp, but vague and infinite. A simple rose is frequently used as a trimming, and with great success, for as only one bloom is required, the very best may be bought. Black velvet and tulle is a favourite combination for summer millinery. Crowns are often composed entirely of one kind of flowers, such as sweet peas, which when shaded from white to pink with a sheaf of blossoms laid flat on the brim at the back, are very light and pretty and suit the tulle brim.

The Popularity of Crêpe:—Crêpe appears to be one of the most favoured materials for the summer dress. Brocaded crêpes of wonderful beauty are used in the elegant evening gowns and cotton crêpes with fine lines made with agaric threads or with tiny sprigged floral patterns in colour are useful for day wear. Among the newest of crêpes, a crêpe broché, in soft colourings, is fascinating, and white crêpe is a much used material. Touches of black look well on these white dresses.

Robespierre Nosegays:—The little Robespierre nosegays are still being worn on everything. Pinned on sashes, handbags, fronts of dresses, hats, and in fact everywhere, these perky, frankly artificial flowers defy being in a way their natural prototypes cannot; they are generally appropriately scented.

Green Hair:—Green hair is the latest Paris fashion.

MIXED BATHING IN HONGKONG.

Truth this comments on a ridiculous Order by the Director-General of the Army Medical Department, to which brief reference has already been made in the *Daily Press*.

The War Office is hardly the place where one would expect to find Mrs. Grundy sitting enthroned. But there she is. One of the favourite amusements of the Colony of Hongkong—almost the only one, I believe, in the hot season—is a bathing party. Bathing from the shore being unpleasant, parties of ladies and gentlemen—ought one to blush in writing it?—go out in a launch to a convenient spot, and then go overboard in deep water. It should be mentioned that the launches are suitably fitted to allow of each sex dressing and undressing in privacy. All ages and all ranks take part in this amusement.

But an order has just been issued by the Director-General, Army Medical Department, forbidding the nurses of Queen Alexandra's Nursing Service to join such parties. The order is extremely hard on the nurses, who are thus deprived of a recreation which is almost a necessity in such a climate; for women cannot safely go on these excursions by themselves, as the bathing takes place in deep water, and even if they did so, of Chinese males. At the same time, the order seems decidedly insulting to all those—officers, civil servants, ecclesiastics, and their ladies—who get up or join these parties. Who or what inspired Surgeon-General Gubbins to make such a silly and obnoxious exhibition of himself, he alone knows. It certainly was not Queen Alexandra, and her Majesty would be the first to disapprove of this treatment of the service which bears her name.

[We understand that the order has been cancelled.—Ed. H.P.P.]

AGE OF BAD HANDWRITING.

Seventy-five per cent. of the boys who come to me from the public schools fail in handwriting at the first test, and 45 per cent. from the elementary schools," said Mr. C. E. Town, assistant secretary of the London Chamber of Commerce. Mr. Town spoke with reference to a statement made before the Civil Service Commission by Mr. E. M. Harvey, deputy-chief cashier of the Bank of England. So many applicants for clerkships failed in handwriting, said Mr. Harvey, that they now had first to pass a previous test by the London Chamber of Commerce. "Handwriting," says Mr. Town, "is badly neglected in the public schools, and is very indifferently taught in the secondary and elementary schools. The art of penmanship is becoming lost."

THE CHINESE REBELLION.

INTERVIEW WITH A FORMER SECRETARY OF DR. SUN YAT-SEN.

[FROM THE "JAPAN CHRONICLE."]

In our last issue we published the report of an interview with Mr. E. W. Thwing on the subject of the present Chinese rebellion. The same afternoon that our representative was accorded this interview with Mr. Thwing, he had the pleasure of interviewing Mr. Sung Chai-jin, a Chinese gentleman who is now stopping at the Oriental Hotel with his family. Mr. Sung was for a time a secretary of Dr. Sun Yat-sen. He has come over here, so he assured our representative, purely for private reasons, and without political object whatsoever. Our representative was accompanied by Mr. Thwing, who happened to know Mr. Sung during his residence in Kwangtung as a missionary some years ago. Mr. Sung, who speaks perfect English, received Mr. Thwing and the *Chronicle* interviewer very cordially. "What information concerning the rebellion," he laughingly replied, "I have you come for information? I thought, being a newspaper man, had come to give me news. I know no more about the situation than you do, perhaps less." After this the interview settled down to a triangular affair. Mr. Sung commenced by emphasising the fact that he was in Kobe for no political purpose of any kind—in fact, he had come over here to meet his daughter who was returning from America in a few days, where she had been for the completion of her education. "I have worked hard for the last forty years, and I have come over here to enjoy what I consider a well-earned holiday," he said, and as for the Chinese rebellion he did not approve of it at all. He did not want to see China split up as the Southern rebels seemed to want it to be. He was a firm believer in a strong Central Government. The provinces had far too much autonomy and advancement so long as the provinces refused to work in harmony with Peking. Furthermore, there was far too much party rancour in China at the present time. "I have a feeling," he said, "of a positive curse." It was a spirit of all-round compromise and union that was wanted in the country at this critical juncture.

Mr. Sung was asked concerning his opinion of the recent attitude of Dr. Sun Yat-sen towards the Peking Government. He said he considered Dr. Sun's position had been very much misunderstood. He had not lost his faith in Dr. Sun's honesty and sincerity of purpose. "You must remember that Dr. Sun has been living for some time past in a very unhealthy attitude of hostility and forced into an attitude of hostility and enmity towards Yuan Shih-kai by the man who has surrounded him in Shanghai. He resisted them as long as he could, but the constant reproaches which they flung at him of being ungrateful to his former friends and allies at last bore him down, and, in, at the hour, he yielded to their importunities." These were not the actual words used by Mr. Sung, but this was the sense of his remarks. As an example of Dr. Sun's difficulties, Mr. Sung described an incident which occurred in Shanghai some time ago. Dr. Sun was hard at work on his railway scheme, for which he was in receipt of a large subsidy from the Peking Government. (This subsidy, of course, has now been stopped.) He had an office in Shanghai which he used as his headquarters. He was endeavouring to cut himself free from the intrigues into the to throw his whole energies into the national railway scheme. One day he received a telephone message informing him that the leaders of the Kuomintang were holding a meeting and desired his presence. Dr. Sun begged to be excused from attending as he was too busy. "If you are too busy to come," was the prompt reply, "we will come round to your office and hold our meeting there, to save you any trouble as we can." What could Dr. Sun do in the face of such persistence? He went. Mr. Sung would take a very severe moral lesson from this incident. He said that in Shanghai he had been unfairly treated, and had often been quite unfair. Although no sympathiser with the Southern uprising, Mr. Sung declared that he could not bring himself to place any faith in Yuan Shih-kai. "When a man could treat his Emperor, who had been like a father to him, as Yuan Shih-kai did," this was in reference to the famous *complicité* of 1912, "well, I can feel no trust in him." Mr. Thwing interposed with the remark that in his opinion Yuan Shih-kai was doing the best he could, adding, "If you were to meet Yuan Shih-kai and speak with him as I have done, I think you would be of a different mind." Maybe, maybe, replied Mr. Sung with a shrug of his shoulders, "I have never met him, and perhaps I may be biased in my judgment against him. But somehow I feel that I can never trust that man." Mr. Sung vehemently denounced the rewards which had been offered by Yuan Shih-kai to the heads of Hwang Hsing and other leaders as "wicked and barbarous." The conversation covered a number of other topics, which Mr. Sung discussed in a very interesting way. Throughout the interview he spoke with great feeling and animation, and showed an amazing command of English. Before the interview terminated, he said a few words, vigorously and well, in denunciation of the greatest curse of our country, "the opium trade." He said it was mainly owing to this trade that life-long endeavours, Mr. Thwing, and we have at last been able to grapple with this dreadful evil. Let us continue our fight unflinchingly against this awful menace to our national well-being."

Mr. Thwing, His Majesty's Envoy Extraordinary and Minister Plenipotentiary at Peking, was received in audience by the King at Buckingham Palace on 19th ult.

DR. SUN YAT-SEN IN KOBE.

MYSTERIOUS ARRIVAL.

Dr. Sun Yat-sen arrived in Kobe from Formosa on board the N.Y.K. steamer *Shinano Maru*, but according to first reports—afterwards discounted—mysteriously disappeared before the ship entered the harbour. The *Japan Chronicle* says:—The *Shinano Maru* came into port at about 7 o'clock in the morning, and a large crowd of newspaper reporters, some of whom had travelled down from Tokyo, together with a number of Chinese gentlemen, went on board to meet the Revolutionist, who was known to be travelling under an assumed name. Most of the journalists were armed with cameras, while among the Chinese deputations were a number of frock-coat and silk-hatted commanders and merchants. The crowd filled two launches. Great was the surprise of all, therefore, when on going on board they were told that Dr. Sun Yat-sen had already left the ship.

It is said that when the *Shinano Maru* stopped off Wada Point for the quarantine inspection, she was met by a small gasoline launch, which at once came alongside the gangway. Dr. Sun, who had passed a restless night (it was even said that he did not retire to rest at all the night before), and who had not had any breakfast, beyond a little toast and some tea, came down the gangway, and boarded the launch, which at once departed, some say in the direction of Suma, while others maintained that it headed in quite the opposite direction, namely, up the bay towards Osaka. He was attired in a European suit of light grey, and wore a Panama hat. According to one account, he was accompanied by a single servant. He had no luggage with him, beyond a small hand-bag. It is stated that this was all the luggage he had with him when he left Keelung.

The Chinese deputations which had gone out to welcome him was not a little disappointed, and mystified by Dr. Sun's strange behaviour. The disappointment and astonishment of the journalists was perhaps even greater. A search for the missing reformer was at once instituted, and journalists scattered in all directions to find him. It was arranged that the successful newspaper representative should at once let all his colleagues know of Dr. Sun's whereabouts. It was supposed by the majority of the Pressmen that Dr. Sun had been conveyed to the residence of Mr. Woo Ching-dong, which stands on the sea-front at Maiko, for it will be remembered that on his last visit to Kobe, Dr. Sun, who was then being fetted by all his compatriots in this country, spent a day at Mr. Woo's house, and was royally entertained there. But when the journalists called on Mr. Woo when the journalists called on Mr. Woo at Maiko yesterday morning he said that he was completely ignorant of Dr. Sun's movements, and was as much puzzled as everybody else to account for his peculiar conduct. Other leading Chinese residents in Kobe were equally at a loss to explain the cause of Dr. Sun's extraordinary fit of shyness. Among those who went out to meet Dr. Sun was Mr. Sung, a former private secretary of Dr. Sun, who is at present stopping in the Oriental Hotel. He told a *Chronicle* representative yesterday evening that he had not the faintest idea of the whereabouts of the famous reformer.

It is remarked upon as curious and suggestive that the American Hatoba (which was crowded with Chinese who could not go out to the steamer) was strongly guarded by police until about 8 o'clock yesterday morning, when they were suddenly withdrawn. It was suggested as likely therefore that the police were cognisant of the reformer's whereabouts, and withdrew as soon as they knew that all further need for protecting him was past. The police, however, do not admit any knowledge of Dr. Sun's movements. It was rumoured in Kobe yesterday that the Peking Government had sent a number of men to Kobe to meet the timely precaution of the one-time national hero, but such a report is incredible.

In some quarters it was said that Dr. Sun landed along the beach near Wada Point, and riding in to Kobe took train at once to Tokyo. In other quarters it was said that he had gone up to Osaka. Then again it was stated that he has crossed to the island of Awaji with a friend, and intends stopping at Sumoto until the excitement caused by his visit dies down. And last of all it was suggested that he was still on the *Shinano Maru*, in concealment somewhere on board, waiting for a favourable opportunity to come ashore without being recognised! The captain of that vessel declined to say whether or not Dr. Sun was on board, and his reticence to meet any statement was apparently the result of explicit instructions received. But from other sources information is to hand which suggests that the story of the flight at dawn in a motor-launch was nothing more than a flight of fancy.

According to the *Osaka Jiji*, Mr. Fukushima, a Nationalist member of the Diet, and Mr. Kayano, also belonging to the Nationalist party, who arrived at Kobe from Tokyo on Friday, went on board the *Shinano Maru* yesterday and had an interview with Dr. Sun in the captain's cabin. The gentlemen afterwards assured the *Jiji* representative that Dr. Sun was still on board, and said it was unfeeling of the Pressmen to seek an interview. The Pressmen were now closely watching the manner in which the Japan treated the Chinese fugitives. The two gentlemen above-mentioned said they had consulted the authorities of the *Kencho* in regard to the landing of Dr. Sun, and had decided to keep him on board until all preparations for his landing were settled. A report that he had gone ashore was circulated in order to drive away interviewers. It went without saying that Dr. Sun wished to land in Japan, and to stay in Japan. The Japanese authorities, however, seemed not to like the idea of his landing here. Messrs. Fukushima and Kayano were therefore going to see Governor Hattori and ascertain whether he would undertake to protect Dr. Sun if he landed, or

whether he would prohibit his landing. At noon the two gentlemen mentioned came ashore and proceeded to call on Governor Hattori, but at the time of going to Press were unable to learn what decision had been arrived at.

PRINCE PALATINE SOLD.

"RECORD" PRICE OF £45,000.

Mr. Thomas Pilkington has sold his famous horse, Prince Palatine, to Mr. J. B. Joel. The horse, however, is not to be handed over until after the race for the Jockey Club Stakes at the Newmarket First October Meeting has been decided, and it is understood that one of the conditions of the sale is that Prince Palatine is not to leave the country. The price to be paid by Mr. Joel is, *The Times* is informed, £45,000. Up to the present he has won £26,354 in stakes. The highest price ever paid for a horse sold at public auction is the 37,500 guineas which M. Edmond Blanc paid for Flying Fox in 1900. Prince Palatine is a five-year-old bay horse by Persimmon out of Lady Lightfoot. He was bred by Colonel Hall Walker, who sold him in the summer of 1900 to Mr. Pilkington for £20,000 in stakes. Donovan won more money in stakes than any other horse; in two years he won races to the value of £55,153.

A farmer and his wife in an out-of-the-way but interesting corner of Galloway had made their only visitor very comfortable indeed (says the *Manchester Guardian*). As the road ended with the farm and passers-by were excessively rare, the guest asked the farmer why he did not try the effect of an advertisement in one of the daily newspapers. "Ay," he said, "that's a fine notion, and we have made up our minds to do it. We are just waiting till we see a bit vacant space in the *Herald* and then we'll send up a line or two."

INTIMATIONS

FACE AND HANDS MASS OF BLISTERS

Red, Watery, Burning and Itching. Driven Very Nearly Mad. Entirely Freed from the Trouble by Cuticura Soap and Ointment.

80, Chesterton Road, North Kensington, London, W., Eng.—"The trouble began in the early part of last summer and lasted up till about Christmas 1910. My hands, arms and face were covered with red watery blisters, burning, itching and smarting a great deal. My face was disfigured and I was unable to go out. I was given medicine and ointments but did not improve much until I wrote for a sample of Cuticura Soap and Ointment. A ounce great relief from the sample and got some more. I used the Cuticura Ointment on my face every time I washed as per the directions and was entirely freed from my trouble. I have used the Cuticura Ointment on my wounds when I have knocked great lumps out of my hands. It soothes and heals them very quickly." (Signed) J. Harris, July 26, 1912. If you wish a skin clear of pimples, blackheads and other annoying eruptions, hands soft and white, hair lustrous and glossy, and scalp free from dandruff and itching, begin to-day the regular use of Cuticura Soap for the toilet, bath and shampoo, assisted by Cuticura Ointment. Cuticura Soap and Ointment sold throughout the world. A single set is often sufficient when all else fails. A sample of each with 32-p. book free from nearest dealer: F. Neuberg & Sons, 27, Charterhouse St., London; R. Towns & Co., Sydney, N. S. W.; Lenna, Ltd., Cape Town; Muller, Macdonald & Co., Calcutta; and J. Potter, Drug & Chem. Corp., Boston, U. S. A.

22-Tender-faced men should wash with Cuticura Soap Shaving Stick. Sample free.

[96-23]

HOWARD WATCHES.

THE AMERICAN WATCH

OF FINEST QUALITY AND HIGH PRECISION

ADJUSTED FOR TEMPERATURE AND

POSITIONS.

THE PRICE OF THE HOWARD WATCH IS FIXED

AT THE FACTORY.

WRITE OR SEND FOR CATALOGUE

THE SOLE AGENTS:

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

CHATER ROAD.

[41]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.
Telegraphic Address: "PRESS."
Cables: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

WANTED.

A JUNK YACHT or SIMILAR CRUISER about 45 feet long, with Good Accommodation, in Good Repair.
Apply—
MESS SECRETARY,
H.M.S. Tamar,
Hongkong, 21st August, 1913. [191]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"DILWARA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the Vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 19th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE & PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents,
Hongkong, 20th August, 1913. [60]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

From New York.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 16th Sept., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst. at 11 a.m.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by the Undersigned.

DODWELL & Co., Ltd.,
Agents,
Hongkong, 20th August, 1913. [992]

THE ROYAL MAIL STEAM PACKET COMPANY.

FROM VANCOUVER, SEATTLE, VICTORIA, PORTLAND, JAPAN AND SHANGHAI.

THE Company's Steamship

"FALLS OF ORCHY,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

JARDINE, MATHESON & Co., Ltd.,
Agents,
Hongkong, 20th August, 1913. [49]

NORDDEUTSCHER Lloyd, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"LUETZOW,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon T.O.-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 27th Aug. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 27th Aug. at 9.30 a.m.

All Claims must reach us before the 4th September, or they will not be recognized.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER Lloyd,
MELCHERS & Co.,
General Agents,
Hongkong, 20th August, 1913. [4]

FOR SALE.

A GOOD RETAIL BUSINESS in HONGKONG. Owner retiring. Easy terms of purchase.

Apply in writing to—
GOLDING & RUSS,
Solicitors,
6, Des Voeux Road,
Hongkong, 20th July, 1913. [1916]

NEW ADVERTISEMENT

THEATRE ROYAL.

GRAND CONCERT

AND VARIETY ENTERTAINMENT

IN AID OF THE

DIOCESAN GIRLS' SCHOOL BUILDING FUND.

ON SATURDAY, 6TH SEPT., AT 9.15 P.M.

ASSISTED BY THE 2ND Bn. D.C.L.I. STRINGED ORCHESTRA.

PRICES: \$3, \$2 & \$1.

BOOKING AT MOUTRIE'S.

Later Cars to the Park.

Hongkong, 21st August, 1913. [1913]

AUCTIONS

G. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction—

ON WEDNESDAY AND THURSDAY, the 28th and 29th September, 1913, commencing at 10 A.M. each day, at H.M. NAVAL YARD, Hongkong and Kowloon Depot, 50 Ton COAL, LIGHTER and

OLD AND SURPLUS NAVAL AND VICTUALING STORES, comprising:

Old and Surplus NAVAL STORES: Engines, Fire Manual, Engines, Compound Horizontal, Engines, Inverted Vertical, Boilers with Mountings, Air Compressors, Lathes, Flag Sewing Machines, Fan Engines, Steam Hammer, Hollow Shafting, Caps and Engine, Oil Engine, Propeller, Canvas Cuttings, Bunting, Canvas and Leather Hoses, Coir Coving, Manila Hawser, Paperstuffs, Dining Table, Old India Rubber, Boats, Carpets, Rugs, Blankets, Chain Cable, Steel Wire Rope, Steel Tools, Electric Cable, Olive Oil, Old Iron and Steel, Old Metal, &c., &c.

Sample of Valuable Metals may be inspected at the Naval Ordnance Depot.

Old and Surplus VICTUALING STORES: Provisions, Seamen's Clothing, Blankets, Officers' Mess Traps (A quantity of Electroplated Articles and Table Linen), Implements, Seamen's Mess Utensils, Oak Staves, &c., &c.

TERMS OF SALE: As detailed in the Catalogue.

HUGHES & HOUGH,
By Appointment Auctioneers to the Admiralty,
Hongkong, 20th August, 1913. [988]

PRELIMINARY ANNOUNCEMENT.

BY ORDER OF THE EXECUTORS of the Will of the Late Mr. JOHN HUGHES LEWIS.

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Will of the Late Mr. JOHN HUGHES LEWIS.

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 97.

COOL AS A SEA BREEZE

The NEW IDEA and the TRUE IDEA in Summer Underwear as exemplified by

LOOSE FITTING

B. V. D.

COAT CUT UNDERSHIRTS

AND

KNEE LENGTH DRAWERS.

\$2.50 AND \$5.00 PER SUIT.

TAILORING DEPARTMENT.

NEW GOODS

FOR THE PRESENT SEASON

EXCLUSIVE DESIGNS

FIT AND STYLE GUARANTEED

WHITE SERGE TROUSERS.

FROM \$9.50 PER PAIR.

BEST MATERIALS AND WORKMANSHIP.

YOST TYPEWRITER.

LATEST MODEL No. 20.

VISIBLE Writing, Standard Key Board, with Fractions, suitable for Merchants, Engineers, Bankers, Brokers, etc.

The same Model with French Key Board, also Brief Model for Lawyers and Accountants.

Special Monthly Terms if desired.

MACWEN, FRICKEL & Co.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA, SHAMHEEN, CANTON.

4, Des Voeux Road, HONGKONG.

1st May, 1913. [392]

WANTED.

WANTED.

A N INFLUENTIAL COMRADE for a well-going concern. Good Security required.

Apply to—"A. B. C." Office, Hongkong, 18th August, 1913. [983]

WANTED.

NURSE or NURSERY GOVERNESS to accompany family to Australia, remaining there about 18 months. Only Europeans need apply.

Apply to—"Daily Press" Office, Hongkong, 18th August, 1913. [984]

WANTED.

A Foreign Commercial Firm at Canton, a CHINESE ASSISTANT. Security required.

Apply to—"Y. H." Office, Hongkong, 16th August, 1913. [976]

FOR THE SUMMER MONTHS SPECIALITIES

CORNED OX TONGUES.

CORNED BEEF.

CORNED PORK.

PRESSED BEEF.

GERMAN SAUSAGES.

These are a few of the delicacies offered for sale by

THE DAIRY FARM Co., Ltd.

28

GRACA & Co.

Prinsep St. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, PICTORIAL

POST CARDS, CIGARS, BOOKS,

TOYS, &c.

Just Received

FRESH SUPPLY OF

VEGETABLE SEEDS.

1842

MASSAGE.

SKILLFUL Safety in the General or Electric.

Mrs MORITA,

Care of NOSHURA HOTEL,

15, 16 and 17, Connaught Road,

Opposite Blake Pier.

Hongkong, 8th May, 1913. [552]

PUBLIC COMPANIES

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND DECLARED for the Half-Year ending 30th June, 1913, at the Rate of TWO POUNDS STERLING Per Share of \$125 is Payable on and after MONDAY, the 18th August, Current, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

Hongkong, 16th August, 1913. [979]

THE CHINA AND MANILA STEAMSHIP COMPANY, LTD.

THE THIRTIETH ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, St. George's Building, 6 Connaught Road, Victoria, on THURSDAY, the 28th August, 1913, at 11.30 in the morning, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1912, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 25th August, to THURSDAY, the 28th August, 1913, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 16th August, 1913. [980]

THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND of ONE DOLLAR (\$1) Per Share for the Six Months ending 30th June, 1913, will be Payable on TUESDAY, the 26th August, 1913, on which date Dividend Warrants may be obtained at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 23rd August, to TUESDAY, the 26th August, 1913, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 20th August, 1913. [988]

THE HONGKONG ELECTRIC CO., LTD.

NOTICE IS HEREBY GIVEN that a SHARE CERTIFICATE with respect to (3) THREE Shares, Nos. 17482/17484, in the above-named Company standing in the name of ADELINO OSCAR GUTIERRES of HONGKONG, has been LOST. SHOULD the said SHARE CERTIFICATE not be produced on or before the 28th of August, 1913, it shall be declared NULL and VOID, and a new SHARE CERTIFICATE will be made out in the name of ADELINO OSCAR GUTIERRES.

By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.

St. George's Building,
Hongkong, 13th August, 1913. [972]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.

Hongkong, 1st July, 1911. [19]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,700,000
TOTALS £2,900,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. S. HEWITT,
Acting Manager.

Hongkong, 14th April, 1913. [183]

NEDERLANDSCH-INDISCH HANDELSBANK (NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1853.

Authorised Capital Fl. 30,000,000 (£2,500,000); Paid-up Capital Fl. 17,407,000 (£1,450,583); Reserve Fund Fl. 6,518,000 (£543,166).

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKER: THE WILLIAMS DEANSON BANK, 55 ABchurch Lane, LONDON.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE BANK transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on Daily Balances. Rates on Fixed Deposit can be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central,
Hongkong, 13th August, 1913. [21]

BANKS

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York. LONDON OFFICE: 26, Bishopsgate, E.C.

BRANCHES:

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

CAPITAL AND SURPLUS \$7,000,000
equal \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

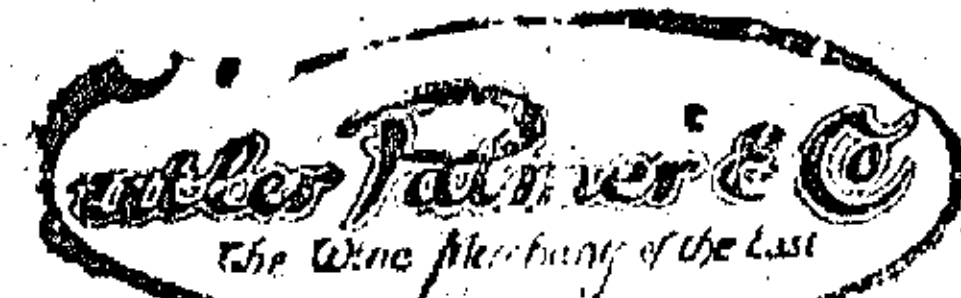
PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 2nd November, 1912. [226]

THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORISED CAPITAL Yen 48,000,000
PAID-UP CAPITAL Yen 30,000,



NAPIER JOHNSTONE'S

'SQUARE BOTTLE'
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
**BEWARE OF
IMITATIONS.**
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

TO LET

TO LET.

SHOP, No. 12, Queen's Road Central.
No. 9, MOUNTAIN VIEW, PEAK.
No. 5, STEWART TERRACE, PEAK.
Apply to—
M. J. D. STEPHENS.
Hongkong, 17th July, 1913. [722]

TO LET

(From 1st July, 1913.)

No. 2, MOUNTAIN VIEW, THE PEAK.
Apply—
Linstead & Davis.
Hongkong, 10th June, 1913. [780]

TO LET

"RANFURLY," No. 11, Conduit Road.
GODOWNS, 94, Wanchai Road, 102, Praya
East.
Apply—
THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
Hongkong, 8th August, 1913. [65]

TO LET

MODERN THREE-ROOMED FLATS
with every convenience, Humphreys
Buildings, Cornwall Avenue, Kowloon.
No. 2, MINDEX VILLAS, Mody Road,
Kowloon, Five Rooms, Tennis Court.
FOUR-ROOMED HOUSES in Cameron
Terrace, Granville Avenue and Salisbury
Avenue, Kowloon. Cheap rentals.
SHOP with GODOWN attached, Nathan
Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE
Co., Ltd.,
Alexandra Buildings.
Hongkong, 12th August, 1913. [964]

TO LET

No. 104A, THE PEAK, GOUGH HILL,
from 15th October, for 6 months (bailor
of lease) or more. Partly FURNISHED. SIX
ROOMS.
Apply—
H. W. D. SHALLARD,
Care of P. & O. S. N. Co.
Hongkong, 18th August, 1913. [985]

TO LET

FURNISHED, KELLET CREST, No.
86, PEAK; early possession.
"ROGATE," Austin Road, Kowloon, from
1st October.
"HARRYING," Austin Road, Kowloon.
Immediate possession.
MERBON, No. 10, PEAK, Furnished or
Unfurnished, 6 ROOMS Cheap rental.
To Let or For Sale. "GLENSHIEL," No.
124, Barker Road, PEAK, 5 ROOMS.
For Sale. "LADDEROKE," No. 9, Con-
duit Road, Fine View of Harbour, 8 Rooms,
3 Bathrooms, Garden and Tennis Court.
Accommodation for 30 Servants.
For Sale. "HARRYING and ROGATE"
on part of Kowloon Inland Lot No. 1154.
Apply to—Linstead & Davis,
3rd Floor, Alexandra Buildings.
Hongkong, 20th August, 1913. [94]

MARTIN'S
APIOL & STEEL
EXTRACTED PILLS
A French Preparation
Martin's Pills in the
use of any irregularity of the system a
tendency to constipation, indigestion, bilious-
ness, headache, neuralgia, etc., etc., etc.,
throughout the world.
MARTIN'S, Chemist, Southampton, Eng.

MARTIN'S
APIOL & STEEL
EXTRACTED PILLS
THE NEW FRENCH REMEDY. No. 2 No. 3
THERAPION
BLOOD PURIFIER, BILIOUSNESS, URINARY DISORDERS,
DYSPEPSIA, NERVOUS AFFECTIONS, etc., etc., etc.,
PREPARED FOR FREE, BOTTLES TO DR. LE CLERC
MICROBIOLOGICAL LABORATORY, 10, RUE CASSEVILLE,
PARIS (20th). IS THE BEST. NEW YORK DEPOT: 10, RUE CASSEVILLE,
NEW YORK. LONDON DEPOT: 10, RUE CASSEVILLE,
LONDON. SEE THAT TRADE MARKED WORD "THERAPION" IS ON
BOTTLE. STAMP APPLIED TO ALL GENUINE PACKETS.

TIENTSIN, 1902-11.

The following is from the Decennial
Report of the Tientsin Commissioner of
Customs, Mr. J. F. O'Brien:—

The Tientsin report published with the
series of Decennial Reports, for 1892-1901
was dated the 1st September 1905, and
embodied events, trade statistics, etc., up
to the month of July, 1905. The importance
of the events of 1900 and their more
immediate consequences were therein fully
dealt with and need not now be re-stated.
The present report is a résumé of the
trade and history of the port and its
district for the subsequent period from
1905 to 1911.

The remarkable growth of Tientsin in
the first years after the Boxer troubles
of 1900 has, on the whole, been well
sustained. In spite of a severe setback
in 1907, due to over-trading, commerce
has continued to prosper, and in the last
year under review reached maximum
figures under every heading. A note-
worthy development of direct trade with
foreign countries has taken place. In
earlier years the Tientsin market drew
its supply of foreign goods mostly from
Shanghai, and shipped the bulk of its
exports to foreign countries through
Shanghai agencies. But during the last
five years an increasing number of ocean-
going steamers have come to Tientsin,
bringing and taking direct cargoes from
and to America, Europe, and Japan, with
the result that in 1911 the direct foreign
trade amounted to 52 per cent. of imports
and 16 per cent. of exports. Doubts have
from time to time been expressed as to
the capacity of Tientsin to hold its own,
yet it now ranks next to Shanghai in
size and in the importance of its trade.
Work is proceeding on land and water to
extend its facilities as a commercial port.
With the improvements to the Haiho now
in progress, and those contemplated at
the Taku Bar in the near future—including
a prospect of keeping the river open in
winter as far as Tongku by means of
ice-breakers—the accessibility of the port
will be greatly enhanced for large and
deeper-draught vessels. The extension of
railways towards the west and north,
which must inevitably come, will open
up new markets, tapping vast areas of
production and consumption, whose
nearest port will be Tientsin. And when,
as is now under contemplation, the
Kalgan Railway is pushed northward
across Mongolia and linked up with the
Siberian Railway, Tientsin will be the
nearest available seaport to Central
Siberia and the railway journey from
here to Europe will be at least a couple
of days shorter than from any other Far
Eastern port. From every point of view,
therefore, the future of Tientsin may well
be contemplated with equanimity and
even with well-founded optimism.

The trade of Tientsin, which had been
making steady progress since the Boxer
trouble of 1900, received a great impetus
at the time of the Russo-Japanese war,
being assisted by the special or abnormal
conditions then prevailing. Good crops
coinciding with a ready market and high
prices for farm produce at the seat of war
greatly increased the well-being of the
rural population, with the result that
the gross value of the trade for 1905 rose
from Tls. 71,821,028 in 1904 to a little
over 100 million taels. The year 1906 was
one of continued increasing activity, the
value of the trade being nearly 118
million. This, however, was, unfortunately,
in a large measure due to speculation.
India, having experienced good harvests
for two consecutive years, began to buy
large quantities of silver, and its price
consequently went up steadily. This was
a boon to China, and all the ports enjoyed
its full benefits. In Tientsin prosperity
ruled, but many merchants, without con-
sidering that such a wonderful state of
the market was only a temporary pheno-
menon, freely made anticipatory purchases
and, what was worse, sold goods on
credit, regardless of the buyer's com-
mercial standing, thus laying the
foundation of great evils that came to
harass foreign as well as Chinese mer-
chants during the following two years.
The result of this being felt, the next
year, 1907, the price of silver suddenly
dropped, while that of commodities went
up, the general purchasing power thereby
being greatly reduced. A great blow was
thus given to imports as well as to
exports. Moreover, Chinese merchants
were compelled to suspend payment to
foreign firms, the amount involved being
something like 14 millions for the goods
they had purchased on credit when the
market was booming, and many went into
bankruptcy.

In 1908 the political unrest caused by
the demise of the Emperor and the
Empress Dowager in close succession
further added to the financial panic. No
one ventured to buy. Goods were either
left in the market untouched or else piled
up in godowns. The fact that the net
value of the trade, which was Hk. Tls.
112.8 millions in 1906, made a sudden
fall to 96.7 millions in 1907, and further
decreased to 79.4 millions in 1908, will
show to what extent Tientsin was affected
by the depression. A gradual recovery,
however, took place during the year 1909,
when the value of the trade went up to
95.3 million taels. The political situation
caused during the first three months
of the year. But on account of decreased
stock through limitation of importation
in the previous year, together with a
sudden demand from Shansi and Mon-
golia, and also on account of compara-
tively good crops in the previous year,
the tone of the market improved. And
when, in June, there came a rise in the
exchange and plenty of rain gave promise
of good harvests, the trade revived in the
second half of the year and became almost
normal in December. Conditions of trade
in North China at the beginning of the
year 1910 were considered satisfactory,
and the business of the port appeared to
have started on a firmer footing than
in previous years. But for the financial crisis
in Shanghai, brought about by the rubber
boom, Tientsin would probably have
experienced a year of unexampled trade
activity, coupled with good profits on the
business done. Piece goods dealers as a

body were not affected by the failures in
Shanghai, owing to the fact that they
owed money to the southern port; never-
theless, some wealthy dealers lost heavily,
being unable to recover Shanghai
advances. The local authorities and
banking circles took steps for relieving
the stringency of the local money market,
and it was decided that four banks, viz.,
the Ta Ching Government Bank, the
Chihli Provincial Bank, the Chih Chong
Bank, and the Communication Bank,
jointly should provide the sum of one
million taels, to be loaned out to the
Chinese banks and merchants who were
most in need of funds to tide over the
critical period until the New Year settle-
ments. This arrangement did much to
restore confidence. The total value of the
trade for 1910 amounted to 88 million
taels, of which 54 millions represented the
value of foreign goods imported, showing
an increase over the two previous years of
8 and 9 millions respectively.

During the year 1910 two grave ques-
tions which had vexed the market were
practically settled. The first of these was
the indebtedness of the Chinese merchan-
tile community to foreign merchants,
which, as already stated, was estimated
at 14 million taels, including the accumu-
lated interest on accounts outstanding for
some years. This formidable sum was, at
the end of 1909, after deducting debts that
appeared irrecoverable and compensating
others, reduced to 5 million taels, which
sum, under agreement with the Diplo-
matic representatives of the foreign
merchants concerned (the British merchan-
tile community took no part in the
arrangement made) and a committee
representing the principal Chinese banks,
known as the Li-chih-hui, it was arranged
to repay by instalments covering a period
of 25 years, bearing interest at 4 per cent.,
the interest alone being payable for the
first four years. A Chinese and foreign
joint commission was established, under
the auspices of the Li-chih-hui, to finance
this arrangement. Its bank opened on
the 20th May, 1910, with a capital of
Tls. 150,000, and did an ordinary banking
business. Up to this time certain small
claims had been settled privately, but
practically nothing had been done with
regard to the large claims. Good work
was, however, accomplished by negotia-
tions with the Chinese dealers, which
brought the situation nearer to a practical
basis. The Commercial Guarantee Bank
of Chihli was subsequently established to
continue the work of the commission. The
bank is to fulfil the rôle of a clearing
house; it is to act as middle-man between
Chinese and foreigners. All the assets and
liabilities of the Chinese dealers involved
were taken over by the bank, which will
also attend to claims of the foreign firms,
whose debts are to be wiped off by the
issue of bonds. The scheme has been
worked out in such a satisfactory manner
that most of the involved Chinese dealers,
instead of closing up for good, will have
time to reorganize and get on their feet
once more. The nominal capital of the
bank is Tls. 4,000,000, of which the Viceroy
contributed one-half, the other half being
provided by the foreign merchants. The
Viceroy paid one instalment, namely,
Tls. 250,000, of his share of the capital.
The bank will issue bonds to the extent
of Tls. 5,000,000. The assets of Chinese
dealers in the bank's possession amount,
roughly, to Tls. 8,000,000. The Viceroy's
capital is guaranteed by the native assets.
The bank is working purposes of the bank a
loan of Tls. 7,000,000 was arranged with
the Ta Ching Bank, and of this amount
Tls. 700,000 have been paid over. The
registration of the bank has been duly
affected with the Board of Finance, Board
of Commerce, and Wai-wu Pu, and its
affairs are managed by a mixed director-
ate, composed of three foreigners and
three Chinese.

The second of the vexatious questions
was that of deteriorated hua-pao silver,
which had been pending for several years
and had caused great inconvenience in
commercial transactions. The loss directly
sustained by merchants through the
question of fineness of hua-pao silver was
not insignificant. It originated through
the Customs banker's decision in 1907, on
the ground of the deterioration in fineness
of hua-pao to raise the rate of conversion
for Haikwan taels from Tientsin Tls. 105
to Tls. 107. On the protest of the Con-
sular Body, however, the former rate was
restored, and an Assay Office was
established, under the supervision of the

WM. POWELL, LTD.

TELEPHONE 345.

COMBINED WITH
BRUSH
CONTINUOUS
SUCTION
VACUUM
SUCKS
UP
DIRT AND DUST.
LIGHT
TO
STRONG
WORK.
EXCEPTIONALLY LOW
PRICED.

Chinese General Chamber of Commerce,
to control the melting of specie. But
owing to the difference of opinion between
foreign bankers and the Chinese authori-
ties in regard to the method of exchanging
deteriorated silver possessed by the
former, the solution of the question was
not arrived at until 1910. In the interval,
the foreign bankers refused to submit
hua-pao silver, which they had in their
possession, to the examination of the
Assay Office. The result was that assayed
silver became scarce in the market, while
great inconvenience arose because foreign
banks refused to accept cheques for assayed
silver drawn on Chinese banks by
Chinese merchants in settlement of their
accounts to foreign firms. Finally, an
arrangement was arrived at between
the foreign bankers and the Chinese
authorities in regard to the remitting of
the deteriorated silver in possession of
the former, while the Customs Taotai
issued a proclamation commanding smelt-
ing shops in future to maintain 992 fine
in making hua-pao specie. According to
the terms of the Taotai's proclamation
of the 7th May, 1910, the debased specie
held by the foreign banks was examined
by the Chinese authorities and duly
stamped. The difference in value claimed
by the foreign banks was, after much
controversy, made good, and this vexed
question was disposed of. While the
difficulty in respect of the foreign banks
was thus overcome, the mercantile com-
munity still had a cause for grievance.
For although the Customs Taotai had
restored the exchange rate for Haikwan
and Tientsin taels to 100-105, it was
stipulated that only assayed silver was
acceptable in payment of duty. And,
owing to the scarcity of assayed silver,
merchants, when paying duty, had to pay
a mortgage fee of 1.2 per cent., besides a
commission of 0.8 per cent, charged by the
Haikwan banker. This grievous surcharge
continued until November, 1911, when,
with the new method of collecting the
revenue under the control of the Inspector
General, it was possible to establish a flat
rate of Hk. Tls. 100-Tientsin Tls. 105.
Since then, for the first time in the
history of the port, the amount of duty
paid is the actual equivalent of the
amount leviable in Haikwan taels. The
Government receives its full due, while
the mercantile community benefit to the
extent of 2 per cent. on all duty payments,
which, taking the revenue collection for
1911 as a basis, represents a saving of
nearly Tls. 70,000 in a year.

Notwithstanding the terrible outbreak
of plague in Manchuria during the winter
of 1910-11, and a financial crisis in the
autumn, brought on by the revolution,
the total value of the trade for 1911
proved a record one. During the time
the plague was raging from Harbin to
Mukden and even nearer to Tientsin,
passenger traffic on the railways, owing to
the severe quarantine regulations, was
very much restricted, and the consequence
that dealers from these parts did not come
down to Tientsin to buy stocks of certain
articles, which in the ordinary course of
events would have been cleared. An
improvement set in during April, and a
healthy state of trade existed until the
outbreak of the revolution in October.
Deliveries from importers' godowns were
very satisfactory during this time, but
came to a complete standstill directly the
troubles commenced. Not only was there
no business in imports during the last
two months of the year, but, as inevitably
happens in China, collapse of trade and
credit went hand in hand. Only a few
days after hostilities broke out at
Wuchang, and the revolutionary move-
ment seemed to be spreading all over the
country, all the Chinese banks in Tientsin
and Peking were in difficulties and had
to close down. Most of them are still
closed and will probably remain so.
Provincial dealers became conspicuous by
their absence, the reasons given being:
their inability to obtain goods on credit;
the lack of means of transferring money;
owing to the closing of the Chinese banks;
and the state of lawlessness in the sur-
rounding country, which made it too risky
to travel with specie or goods. The
Tientsin Chinese merchants had large
sums of money outstanding against these
provincial dealers, which, for the above
reasons, they were not able to collect;
but it is believed that they were still able
to meet their liabilities to the foreign
merchants in the port. Notwithstanding
these adverse factors, the total value of

the foreign goods imported amounted to
53.1 million taels, being only half a million
short of the figures for 1910; and there is
no doubt that had it not been for the
disturbances, legitimate trading would
have made an unprecedented stride. The
total value of the Chinese imports was
24.1 millions, and the exports of local
origin amounted to 39.1 millions, making
a grand total net value of 116.3 million
taels, being the highest point reached
since the opening of the port. The
increase of 14.1 millions in the exports
was largely due to the phenomenal
advance in the shipment of raw cotton,
occasioned by the high price of cotton
abroad. The export trade of Tientsin has
increased very considerably, and new
commodities are constantly added to the
list of goods exported abroad. This is
the most important feature in the com-
mercial development of the port, as it
will increase the purchasing power of the
farmers and bring about the greater con-
sumption of foreign goods.

To complete the review of the trade of
the port for the period 1905-11, mention
must be made of the settlement, during
the last year of the decade, of a question
which also affected the economical circles
of Tientsin and which had been under
litigation for many years, viz., the
financial complications of the salt mer-
chants, which involved their insolvency.
Changlu, now called Tsangchow, is an
important salt-producing district in
China, the output thereof being known
by the special term of Changlu salt. This
is shipped to Tientsin for distribution to
the various districts in North China. The
salt merchants of this port, who enjoyed a
monopoly of the trade, bore the reputa-
tion of being very wealthy and influential.
During the Boxer troubles some of these
merchants lost heavily; some with more
advanced ideas took up various under-
takings, but their speculations being
unsuccessful, they frequently borrowed
from foreign banks. In raising these
loans the sanction of the Salt Controller
was required, and this sanction gave the
appearance of official recognition of these
loans. The initial effort to repudiate
official responsibility for the loans con-
tracted by the salt merchants with the
foreign banks did not prove successful;
foreign official interference caused the
Board of Finance to move in the matter,
with the result that the Board ordered the
local officials to liquidate the claim by
taking over the stocks and the salt rights
of a number of the salt merchants who
were adjudged incapable of continuing on
their own owing to their too heavy
liabilities. The salt merchants with less
business under official supervision. To
meet those liabilities a loan was raised,
and the Ta Ching Bank advanced 7
million taels, with which the Salt Con-
troller wiped off the indebtedness to the
foreign banks. The Chinese creditors were
instructed to file their settlements of
claim with the Chinese Chamber of Com-
merce. These claims were submitted to
the Salt Controller for devising means
of repayment, and it is satisfactory to
note that he has moved with commendable
celerity both in trying to adjust the
claims of the foreign banks and in
attaining a modus vivendi as regards the
salt merchants and their Chinese
creditors.

JUST ARRIVED!

A NEW CONSIGNMENT

OF

VICTOR RECORDS

AND

VICTROLA MACHINES

BY THE

"MONTEAGLE."

EXCLUSIVE DISTRIBUTORS:

S. MOUTRIE & CO., LTD.

[929]

NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the
hazardous and/or extra hazardous Godowns of
the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, and West
Point Godowns, whence delivery may be
obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON To-day requesting it to be
landed here.

No Claims will be admitted after the Goods
have left the Godowns, and all goods remaining
undelivered after the 26th Aug. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 26th Aug., at 3.30 A.M.
All Claims must reach us before the 3rd
Sept., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.

Hongkong, 19th August, 1913. [4]

NOTICE TO CONSIGNEES

FROM KOBE AND MOJI.

THE Steamship

"TORILLA,"
having arrived from the above Ports, Con-
signees of Cargo are hereby informed that their
Goods will be delivered from alongside.

Cargo impeding the discharge will be landed
at consignees' risk and expense into the hazar-
dous and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 19th August, 1913. [60]

FOR
NERVOUS EXHAUSTION

LOSS
of
MEMORY
and
DEBILITY
and

to
face the
NERVES

CHAPOTEAUT'S
PHOSPHO-GLYCERATE OF LIME
It increases vital energy and nerve
force, cures Neurasthenia, dyspepsia,
Insomnia, and nervous diseases in adults
and children.
IN CAPSULES, IN WINE, AND IN SYRUP

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH BATHING DRESSES and
CAPS.

FINEST VOILES, STRIPED, FLOWERS
and FANCY.

FINEST MUSLINS, PLAIN and DOTTED
EMBROIDERED MATERIALS, &c., &c.

You will find Our Range Incomparable for
Quality, Style and Prices.

HOOSAIN-ALI & Co.,

10, D'AGUIAR STREET.

Hongkong, 26th June, 1913. [45]

PASSED THE CANAL.

July 15th—Idoneus, Sumatra, Kioto,
Wakasa Maru.

July 15th—Aki Maru, Austria.

July 29th—Denald, Deutscher, Lutzow,
Fubia, Patroclus, Sambla, Atreus,
Senegambia.

August 1st—Armand Behie, Sado Maru,
Scharnhorst.

August 5th—Jusan, Alevis, Lamodon.

August 8th—Antenor, Kintuck, Nile,
Stentor.

August 12th—Bearty, Diomed, Indien,
Koerber, Prinz Ludwig, Sunda, Annam,
Tian, Furst Bulow, Kiah.

August 15th—Indranil, Kaga Maru,
Oanla, P. E. Friedrich, Sootra, Tango
Maru, Telemachus, Wray Castle, Den of
Glamis, Paul Leard.

August 19th—Machao.

ARRIVALS AT HOME.

August 19th—Antenor, Derfflinger,
Koerber, Furst Bulow.

SHIPPING REPORTS.

The British str. Phenomen reports:
Light wind and fine weather.

The British str. Taishing reports:
Moderate to strong S.W. winds, very high
northerly swell, from Paracels to Breaker
Point.

MESSAGERIES MARITIMES. HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

FRENCH MAIL LINES.
FORTNIGHTLY SERVICE TO AND FROM EUROPE,
VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN,
VIA SHANGHAI.

For	STEAMER	To Sail
SHANGHAI, KORE AND YOKOHAMA	MAGELLAN	On 25th Aug., at 7 a.m.
MARSEILLES VIA PORTS	CHILI	On 25th Aug., at 1 p.m.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interaliers meet passengers on their arrival in Marseilles.

For further particulars apply to
S. O. DE BUSSIERRE, ACTING AGENT,
QUEEN'S BUILDING

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
DESTINATION STEAMER TONS DATE OF SAILING.
SHANGHAI, YOKOHAMA, "YEDDO" ... 7,200 ... On 7th Sept.
KOBE and MOJI ... "PEKING" ... 6,500 ... About 30th Sept.
For Freight and Further Particulars, apply to
ARTHUR NILSSON & Co.,
YORK BUILDINGS, TOP FLOOR.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 30th August. Connecting with "TYMERIC" 12th Sept.
FROM COLOMBO: 12th Sept.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For Rates and Further Information, apply to
THE BANK LINE, LIMITED,
MANAGING AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

EASTWARD.
S.S. "DILWARA," 5,328 tons, Captain G. N. Ramage, R.N., will be despatched to YOKOHAMA, KOBE and MOJI on 24th August.

WESTWARD.
S.S. "TORILLA," 5,205 tons, Capt. C. J. Ewanston, will be despatched on above on 23rd August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to
DAVID SASSOON & CO., LTD.,
HONGKONG, 20th August, 1913.

"THE BIG 4" OF THE PACIFIC MAIL S.S. CO.

STEAMERS	TONS	COMFORT.	FROM HONGKONG calling at
MONGOLIA	27,000	MANCHURIA	SHANGHAI, NAGASAKI,
MANCHURIA	27,000	KOREA	KOBE (via Inland Sea),
KOREA	18,000	SIBERIA	YOKOHAMA and HONO-
SIBERIA	18,000	NILE	LULU (the Paradise of the
NILE	11,000	CHINA	Pacific) through Service via
CHINA	10,200	PERSIA	NEW YORK to Europe.
PERSIA	9,000		

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £25 to London (return ticket £109), and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS	TONS	Starting
MONGOLIA	27,000	SATURDAY, 23rd Aug., at 1 p.m.
PERSIA	9,000	SATURDAY, 13th Sept., at Noon
KOREA	18,000	SATURDAY, 20th Sept., at 1 p.m.
SIBERIA	18,000	SATURDAY, 4th Oct., at 1 p.m.
CHINA	10,200	TUESDAY, 14th Oct., at Noon
MANCHURIA	27,000	TUESDAY, 21st Oct., at 1 p.m.
NILE	11,000	TUESDAY, 28th Oct., at 5 p.m.
MONGOLIA	27,000	SATURDAY, 8th Nov., at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by Train between KOBE and YOKOHAMA Free of Charge.

HONGKONG-MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	Due Hongkong.
13th Sept. ... PERSIA	15th Sept.	14th Aug. ... MONGOLIA	16th Aug.
14th Oct. ... CHINA	16th Oct.	2nd Sept. ... PERSIA	4th Sept.
28th Oct. ... NILE	30th Oct.	10th Sept. ... KOREA	12th Sept.
29th Nov. ... PERSIA	27th Nov.	24th Sept. ... SIBERIA	26th Sept.
30th Dec. ... CHINA	1st Jan.	2nd Oct. ... CHINA	4th Oct.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
R. C. MORTON, Agent.

Panama-Pacific International Exposition—San Francisco—1915.

HONGKONG-CANTON LINE.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 21 AUGUST, 1913.
8 a.m. HEUNGSHAN. 8 a.m. HONAM.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

FRIDAY, 22 AUGUST, 1913.
8 a.m. HONAM. 8 a.m. HEUNGSHAN.
10 p.m. KINSHAN. 5 p.m. FATSHAN.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776. Night Steamers Call No. 775.

HONGKONG-MACAO LINE.
S.S. SUI TAI, Tons 1,651. S.S. SUI AN, Tons 1,651.

HONGKONG TO MACAO.
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 24 AUGUST, 1913.

The Company's Steamship "SUI AN"
Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

FARES AS USUAL.
Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC
TOYO KISEN KAISHA
TRANS-CONTINENTAL
WESTERN PACIFIC

DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.
S.S. TENYO MARU ... 22,000 tons.
S.S. CHUO MARU ... 22,000 tons.
S.S. SHUNO MARU ... 22,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (Intermediate)
S.S. HONGKONG MARU ... 11,000 tons. (Intermediate)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra. Daily Tank Bathing. Cricket, Baseball, Dances, and Free Newspaper containing World's Happenings by Wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Lines connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver. WITHOUT CHANGING.
Through Standard Sleepers.
Through Tourist Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans. Union Depots.
New Lands, Cities and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.
Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.
When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,
GENERAL ORIENTAL AGENT.
75, MAIN STREET, YOKOHAMA, and KING'S BUILDING, HONGKONG.

57

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)
MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.
S.S. "AFRICA," 8,340 tons, will leave as above on 15th Sept., at 4 p.m.

Superior accommodation for 1st and 2nd Class passengers, no smoking, no tips, no inside Cabins. Doctor Stewardsess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £35 2nd, £19 3rd Class.
MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA SINGAPORE (CALCUTTA), COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 2nd Sept.

The Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surplus. Doctor, Stewardsess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lausanne, Paris, Calais or Boulogne, Class I £28.15, II £21.6.

Via Venice, Milan, St. Gotthard, Lucerne, Lake Lucerne, Calais or Boulogne, Class I £31.15, II £24.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £31.11, II £24.9.

Via Munich, Cologne, Hook or Flushing, Class I £27.10, II £21.6.

TO SHANGHAI.
S.S. "AFRICA," 8,340 tons, will leave as above on 31st August, at 6 a.m.
FARES: Hongkong-Shanghai, £5 1st, £4 2nd, £2 3rd Class.
S.S. "AUSTRIA," 14,000 tons, will leave as above about 30th August.
Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WIELER & Co., Agents,
Hongkong, 18th August 1913.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS AND DISPLACEMENT TONS SAILING DATES

MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ... MIYAZAKI MARU {WED'DAY, 27th Aug., at Daylight.

... KITANO MARU {WED'DAY, 10th Sept., at Daylight.

... TAMBURA MARU {TUESDAY, 26th Aug., at 4 p.m.

... AWA MARU {TUESDAY, 9th Sept., at 4 p.m.

... NIKKO MARU {WED'DAY, 27th Aug., at Noon.

... KUMANO MARU {WED'DAY, 24th Sept., at Noon.

... KIRIN MARU {SATURDAY, 23rd August.

... BOMBAY MARU {MONDAY, 1st September.

... HIRANO MARU {THURSDAY 28th Aug., at 11 a.m.

... KUMANO MARU {TUESDAY, 26th Aug., at 11 a.m.

... KAMAKURA MARU {FRIDAY, 29th August.

§ Fitted with New System of Wireless Telegraphy. 1 Cargo only.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

YOKOHAMA KOBE MOJI NAGASAKI
Return. Return. Return. Return.

1st Class ... \$135 \$122 \$108 \$95

2nd " ... \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241. [11-12-13]

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS Leave from HONGKONG Connecting Steamer from COLOMBO to Marseilles & London (2 days earlier) Due Marseilles (Brindisi 1 day later) Due Plymouth (London 1 day later)

ARCADIA ... August 30 ... MACEDONIA ... Sept. 27 ... Oct. 3

DEVANHA ... Sept. 13 ... MALWA ... Oct. 11 ... Oct. 17

ASSAYE ... Sept. 27 ... MOULTAN ... Oct. 25 ... Oct. 31

CHINA ... October 11 ... Through Steamer ... Nov. 8 ... Nov. 14

DELTA ... October 25 ... MARMORA ... Nov. 22 ... Nov. 28

INDIA ... Nov. 8 ... MOLDAVIA ... Dec. 6 ... Dec. 12

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES: On and after the present date the Fares to London and Marseilles will be as follows:—

1st Saloon "A" Accommodation Single £65. Return £97.

2nd Saloon "B" " " " £44. " £66.

1st Saloon "A" Accommodation Single £61. Return £91.

2nd Saloon "B" " " " £42. " £63.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSIT) STEAMERS WILL LEAVE FOR LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS Leave from HONGKONG About Due Marseilles About Due London About

NANKIN ... September 3 ... October 9 ... Oct. 13

NYANZA ... September 17 ... October 24 ... Nov. 2

NORE ... October 1 ... Nov. 5 ... Nov. 16

SYRIA ... October 15 ... Nov. 19 ... Nov. 29

SYRIA ... October 23 ... Dec. 2 ... Dec. 11

SUMATEA ... November 12 ... Dec. 15 ... Dec. 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARE TO LONDON: 1st Saloon £50. Single £25. Return £50. 2nd Saloon £25. All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%. For Further Particulars, apply to—
F. A. HEWETT, SUPERINTENDENT.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NAGASAKI, YOKOHAMA AND YOKOHAMA	DEVANHA Capt. D. Ashbury	About 22nd Aug.	Freight and Passage.
SHANGHAI	DEVANHA Capt. W. R. Hickey	About 23rd Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	ARCADIA Capt. S. Barham	Noon, 30th Aug.	See Special Advertisement
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES	NANKIN Capt. Owen Jones, R.N.R.	About 3rd Sept.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 21st August, 1913

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SAIGON	"YUNNAN"	On 21st Aug. 3 P.M.
SHANGHAI	"ANHUI"	On 21st Aug. 4 P.M.
SHANGHAI	"CHENAN"	On 23rd Aug. 4 P.M.
MANILA, CEBU and ILOILO	"HUICHOW"	On 26th Aug. 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 31st Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Airships, Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on leaving. Bill of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGAPORE \$15. RETURN \$75.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS

Hongkong, 21st August, 1913. TELEPHONE 36.

HAMBURG - AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.)

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseille, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, KOBE AND YOKOHAMA:

S.S. UCKERMARK	23rd Aug.
S.S. SENEGAMBIA	23rd Aug.
S.S. LIBERIA	11th Sept.
S.S. ALBENGA	20th Sept.
S.S. SUEDEMARK	20th Sept.
S.S. ARABIA	6th Oct.
S.S. SEGOVIA	10th Oct.
S.S. ALTMARK	5th Nov.

For Further Particulars, apply to—

HOMEWARD.

FOR HAVRE, BREMEN & HAMBURG:	S.S. SILESIA	22nd Aug.
FOR MARSEILLES & HAMBURG:	S.S. SAXONIA	24th Aug.
FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.):	S.S. UCKERMARK	27th Aug.
FOR HAVRE, BREMEN & HAMBURG:	S.S. SUEVIA	4th Sept.
FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:	S.S. O. J. D. AHLERS	7th Sept.
FOR HAVRE & HAMBURG:	S.S. BELGRAVIA	13th Sept.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st August, 1913.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roach	FRIDAY, 22nd Aug. at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 23rd Aug. at 11 A.M.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 29th Aug. at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

"HAIMUN"	Capt. J. W. Evans	SUNDAY, 24th Aug. at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Ulake Pier). During the Month of August FIRST CLASS RETURN FARES to FOOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 21st August, 1913.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

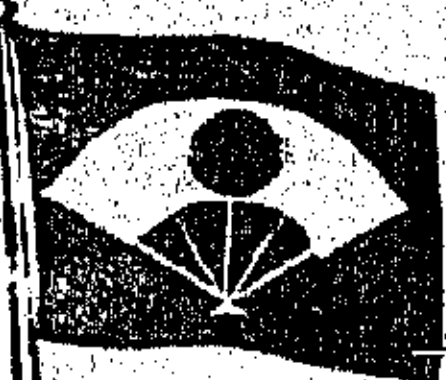
STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	30th August	On 19th Sept. 11 A.M.
"ALBANS"	20th September	On 31st Oct. 11 A.M.
EASTERN		

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

47

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU. SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

NIPPON MARU & HONGKONG MARU.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
NIPPON MARU	A. G. Stevens	TUESDAY, 26th Aug. NOON.
TENYO MARU	E. Bent	MONDAY, 1st Sept. at Noon.
HONGKONG MARU	S. Togo	FRIDAY, 19th Sept. at Noon.
SHINYO MARU	H. S. Smith	THURSDAY, 21st Sept. at Noon.
CHIYO MARU	W. W. Green	FRIDAY, 17th Oct. at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via MANILA, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 26th August, at Noon.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	SATURDAY, 4th Oct. at Noon.
ANYO MARU	18,500	WEDNESDAY, 3rd Dec. at Noon.
KIYO MARU	17,200	THURSDAY, 5th Feb. at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH and TELEPHONE, APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

2374



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATA
ZAFIRO	4000	F. S. McMurtry	Manila, Masagorin, Cebu and Iloilo	On 25th Aug. 4 P.M.
RUBI	4000	J. Miller	Manila, Masagorin, Cebu and Iloilo	On 4th Sept. 4 P.M.

Electric Light. Fans in every Cabin. C. competent Stewards Carried. For Freight or Passage, apply to SHEWAN, TOMES & Co. General Managers. Hongkong, 18th August, 1913.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

SOUTH AMERICA LINE.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"CANADA MARU"	K. Hori	SATURDAY, 23rd Aug. at 1 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 24th Sept. at 1 P.M.
"PANAMA MARU"	J. Kanno	WEDNESDAY, 17th Sept. at 1 P.M.
"SEATTLE MARU"	T. Saito	THURSDAY, 2nd Oct. at 1 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 15th Oct. at 1 P.M.
"CHICAGO MARU"	Goto	THURSDAY, 30th Oct. at 1 P.M.

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	J. Yamamoto	THURSDAY, 4th Sept. 4 P.M.
"SAIGON MARU"	T. Yamaguchi	MONDAY, 2nd Sept. 4 P.M.
"INDO MARU"	K. Komura	THURSDAY, 2nd Oct. 4 P.M.

FOR MOJI, KOBE AND YOKKAICHI.

"SAIGON MARU"	T. Yamaguchi	FRIDAY, 22nd Aug. P.M.
"INDO MARU"	K. Komura	SATURDAY, 23rd Sept. P.M.
"LUZON MARU"	H. Yamamoto	THURSDAY, 30th Oct. P.M.

CHINA AND FORMOSA LINE.

FOR FOOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 27th Aug. at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIGI MARU"	S. Tokunaga	SUNDAY, 24th Aug. at Noon.
"SHOSHU MARU"	T. Fuchigami	SUNDAY, 31st Aug. at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	THURSDAY, 21st Aug. at 10 A.M.

FOR CANTON.

The Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Prince Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

MANAGER, Second Floor, No. 1, Queen's Building.

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NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINCESS ALICE"	20,300	Thursday, 21st Aug. at 10 A.M.
MANILA, ANGAUR, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	6,000	Saturday, 6th Sept. at 9 A.M.
JESSELTON, KUDAT and SANDAKAN	"BORNEO"	1,000	About End of August.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 19th August, 1913

ON SALE.

THE DIRECTOR

& CHRONICLE

1913.

FOR CHINA, JAPAN, CORREA, INDO-CHINA, SIAM, STRAIT SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, ETC.

FIFTY-FIRST ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from India to Siberia, in which Europeans reside. Not only is the Directory a full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year most of which will serve as accurate guides for the tourist, giving every detail in connection with the place, their History, Topography, etc. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps and Plans, pp. 1,552, 410.00. Directory old pp. 952, \$5.00.

The Directories and Descriptions are of

CHINA

Peking	Sochow	Canton
Tientsin	Chinkiang	Whampoa
Nanking	Nanking	Kowloon
Chinwangto	Wuhu	Laysan
Taku	Kwangchow	Shanghai
Anqing	Yuechow	Nanning
Manchurian	Shanghai	Wuchow
Trade Centre	Shanghai	Wuchow
Norochang	Ichang	Kwangchow
Dairen	Chungking	Peking
Port Arthur	Hankow	Hankow
Chefoo	Ningpo	Lungchow
Weihaiwei	Wenchow	Manchuria
Kiaochow	Santa	Hokow
Tsinanfu	Foochow	Shanghai
Mukden	Amoy	Shanghai
Shanghai	Swatow	Shanghai

JAPAN AND FORMOSA

Tokyo	Osaka	Keelung
Yokohama	Moji	Tainan
Kobe	Nagasaki	Takao
Kobe	Hakodati	Anping
Shimonoseki	Tamsui	

EASTERN SIBERIA

Vladivostok	Nicojevsk
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CHOSEN

Seoul	Wonsan	Mokpo
Cheumipo	Fusan	Chinnampo
Kunsan	Pingyang	Songhae

HONGKONG AND ITS DEPENDENCIES.

MACAO.

FRENCH INDO-CHINA:

Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge

PHILIPPINES

Manila	Iloilo	Cebu
Batavia	Batavia	British N. Bors.

STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley		
Malay States		
Perak	Selangor	Pohang
Negeri Sembilan	Johore	Kedah
Kelantan	Tringganu	Perlis

NETHERLANDS INDIA

Batavia	Samarang	Padang
Buitenzorg	Sourabaya	Macassar
East Coast of Sumatra		
NAVAL SQUADRONS		

British

French	German	Austrian
	Japanese	United States
	Siamese	Italian

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MAP OF THE FAR EAST

PLAN OF YOKOHAMA

PLAN OF KOBE AND HYOGO

PLAN OF FOREIGN SETTLEMENTS, ILOILO

PLAN OF TIENTSIN (KIAOCHOW)

PLAN OF FOREIGN CONSOLES, SHANGHAI

PLAN OF HONGKONG (SHANGHAI) WITH ISLANDS

Showing the EXTENDED SETTLEMENT

PLAN OF THE CITY OF YOKOHAMA

PLAN OF KOWLOON

PLAN OF KOWLOON

PLAN OF SINGAPORE

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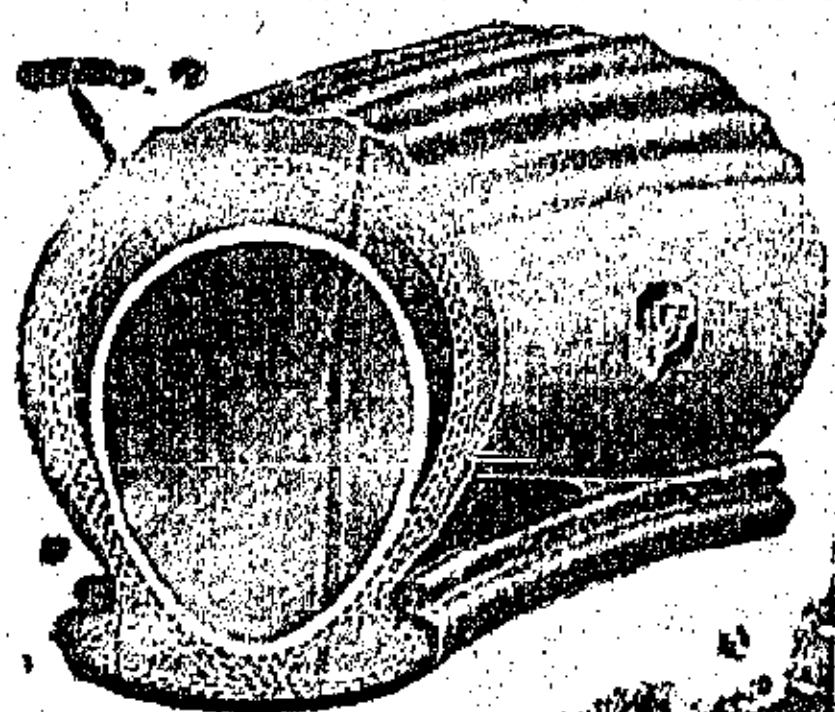
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[44-19]

NOTICE POST OFFICE

The *Luchow*, with the Mail from London (via Siberia) of Wednesday and Saturday, the 20th July and 2nd inst., is due to arrive here on Sunday, the 24th inst.

FOR	PER	DATE
Holbow, Balphong, Pakhoi and Saigon	Hongkong	Thursday, 21st, 8.00 A.M.
Holbow and Pakhoi	Indra	Thursday, 21st, 8.00 A.M.
Swatow, Amoy and Fookow via Amoy & Takao	Szechuan	Thursday, 21st, 8.00 A.M.
Delagoa Bay, Durban, East London, Port Elizabeth, Mossel Bay and Cape Town	Batavia	Thursday, 21st, 8.00 A.M.
Swatow and Bangkok	Canton	Thursday, 21st, 9.00 A.M.
STRAITS, BUREAU, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via NAPLES	Princess Alice	Thursday, 21st, 8.30 A.M.
Dairen	Allegan Maru	Thursday, 21st, 11.00 A.M.
Hioio	Indra	Thursday, 21st, 11.00 A.M.
Japan via Moji	Brojen Maru	Thursday, 21st, 11.00 A.M.
Macao	Sui Tai	Thursday, 21st, 1.15 P.M.
Singao	Yamato	Thursday, 21st, 2.00 P.M.
Shanghai and North China	Anhui	Thursday, 21st, 3.30 P.M.
Swatow, Amoy and Fookow	Haitien	Friday, 22nd, 10.00 A.M.
Philippine Islands	Falls of Orley	Friday, 22nd, 11.00 A.M.
Macao	Sui Tai	Friday, 22nd, 1.15 P.M.
Shanghai and North China	Hungkong	Friday, 22nd, 5.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria, B.C., and Tacoma	Canada Maru	Saturday, 23rd, 11.00 A.M.
FORMOSA via KEELUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO (EUROPE via SIBERIA)	Mongolia	Saturday, 23rd, 10.00 A.M.
Philippine Islands	Pacific	Saturday, 23rd, 1.00 P.M.
Straits and India via Calcutta	Loani	Saturday, 23rd, 1.00 P.M.
Macao	Sui Tai	Saturday, 23rd, 1.15 P.M.
Straits and India via Calcutta	Torilla	Saturday, 23rd, 2.00 P.M.
Shanghai and North China	Chenon	Saturday, 23rd, 5.00 P.M.
(EUROPE via SIBERIA)		
Swatow, Amoy and Fookow	Haitien	Sunday, 24th, 10.00 A.M.
Philippine Islands	Z-fra	Monday, 25th, 3.00 P.M.
Swatow, Amoy and Fookow	Haitien	Tuesday, 25th, 10.00 A.M.
Japan via Nagasaki	Kumano Maru	Tuesday, 25th, 10.00 A.M.
PHILIPPINE ISLANDS, JAPAN via NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA and CANADA via SAN FRANCISCO	Nippon Maru	Tuesday, 26th, 11.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via MARSEILLES (Late Letters 11 to Noon Extra postage 10 cents)	Chili	Tuesday, 26th, 11.00 A.M.
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
Straits and Sourabaya	Danang	Tuesday, 26th, 5.00 P.M.
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., and Seattle Wash	Tambo Maru	Tuesday, 26th, 5.00 P.M.
Philippine Islands	Tam	Tuesday, 26th, 3.00 P.M.
Straits and Ceylon	Miyazaki Maru	Tuesday, 26th, 5.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand via Port Darwin	Changsha	Wednesday, 27th, 12.00 A.M.

COMMERCIAL

CLOSING QUOTATIONS

August 20th.
ON LONDON:
Telegraphic Transfer 1/11 1/2
Bank Bill, on demand 1/11 1/2
Bank Bill, at 30 days' sight 1/11 1/2
Bank Bill, at 4 months' sight 1/11 1/2
Credit, at 4 months' sight 1/11 1/2
Documentary Bill, at 4 months' sight 1/11 1/2
ON PARIS:
Bank Bill, on demand 25 1/2
Credit, at 4 months' sight 25 1/2
ON GERMANY:
On demand 203
ON NEW YORK:
Bank Bill, on demand 48 1/2
Credit, at 60 days' sight 48 1/2
ON BOMBAY:
Telegraphic Transfer 148 1/2
Bank, on demand 149
ON CALCUTTA:
Telegraphic Transfer 148 1/2
Bank, on demand 149
ON SHANGHAI:
Bank, at sight 73 1/2
Private, 30 days' sight 74 1/2
ON YOKOHAMA:
On demand 74 1/2
ON MANILA:
On demand 74 1/2
ON SINGAPORE:
On demand 74 1/2
ON BATAVIA:
On demand 74 1/2
ON HAIKONG:
On demand 74 1/2
ON SAIGON:
On demand 74 1/2
ON HONGKONG:
Bank's Buying Rate 10.00
GOLD LEAF, 100 fine, per tael 52.60
SILVER, per oz. 27 1/2

SUBSIDIARY COINS.

Chinese	20 cents piece	1/2 p. coin
Chinese	10	7.68
Hongkong	20	6.00
Hongkong	10	7.16

MAILS VIA SIBERIA.

London	Shanghai
August 2nd.	August 18th.

SHARE LIST—QUOTATIONS.

HONGKONG 20th August, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.	RETURN ON BASIS OF LAST DIV'D.
BANKS—					
Hongkong & Shanghai Bank Corporation	123,000	\$125	all	\$705, x div. sal.	5 1/2 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$10, buy. div.	8 1/2 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$4, sellers	
China Provident Loan & Mortgage Co., Ltd.	20,000	\$10	all	\$3 1/2, sellers	7 1/2 p.c.
Cotton Mills—					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 125, buyers	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$9 1/2	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$6 1/2, buyers	5 p.c.
DOCKS AND WHARVES—					
Hongkong & Wharves & G. Co., Ltd.	60,000	\$50	all	\$56, sellers	5 p.c.
Hongkong & Wharves Dock Co., Ltd.	50,000	\$50	all	\$50, sal. & sel.	3 p.c.
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2, sellers	7 1/2 p.c.
Singapore Dock and Engineering Co., Ltd.	25,000	Tls. 100	all	Tls. 55	
Singapore & Hongkong Wharf Co., Ltd.	40,000	Tls. 100	all	Tls. 107	
Green Island Cement Co., Limited	40,000	\$10	all	\$10	
Hongkong Electric Co., Limited	60,000	\$10	all	\$10	
Hongkong Hotel Company, Limited	12,000	\$50	all	\$125, buyers	4 p.c.
Manila Metropole Hotel, Limited	15,000	\$10	all	\$9 1/2, buyers	5 p.c.
Hongkong Ice Company, Limited	5,000	\$10	all	\$178, x div. sal.	5 1/2 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$25	9 1/2 p.c.
Hongkong & South China Steam Navigation Co., Ltd.	15,000	\$10	all	\$10, buyers	
Hongkong Steel Foundry Co., Ltd.	12,000	\$10	all	\$10	
Hongkong & Szechuan Co., Ltd.	325,000	\$5	all	\$5, sales	
INSURANCE—					
Canton Insurance Office Co., Limited	10,000	\$5	all	\$50, sal. & buy	6 p.c.
China Fire Insurance Co., Limited	20,000	\$10	all	\$147, buyers	6 1/2 p.c.
Hongkong Fire Insurance Co., Ltd.	6,000	\$250	all	\$250, buyers	7 1/2 p.c.
North China Insurance Co., Limited	12,000	\$15	all	\$25, buyers	
Union Insurance Society, Limited	12,000	\$25	all	\$25, buyers	6 1/2 p.c.
Yungtze Insurance Association, Ltd.	12,000	\$10	all	\$190, @ Ex 73	
LANES AND BUILDINGS—					
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$115 1/2, sales	6 1/2 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$10	all	\$75, buyers	
Hongkong Estate and Finance Co., Ltd.	15,000	\$10	all	\$4, buyers	5 1/2 p.c.
Hongkong Land Investment Co., Ltd.	5,000	\$50	all	\$50, buyers	7 p.c.
Hongkong Land Investment Co., Ltd.	72,000	Tls. 50	all	Tls. 83	
Hongkong Land Investment Co., Ltd.	12,500	\$50	all	\$72, sellers	5 1/2 p.c.
Manitowishippi, for Manu, Hosen	25,000	Gds. 10	all	Tls. 2, sales	
MANUFACTURING—					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$2	all	\$10, buyers	
Heawood Tin and Rubber Estate, Ltd.	25,000	\$2	all	\$3 1/2, buyers	
Heawood Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$1, sales	
Iron Mines, Limited	100,000	\$1	all	\$1, sales	
Peak Tramways Co., Limited	25,000	\$10	all	\$10	7 1/2 p.c.
Philippine Co., Limited	50,000	\$10	all	\$10 1/2	
Fupei et Papeteries du Rouin Société des	15,000	\$10	all	\$10	
REFINERIES—					
China Sugar Refining Co., Limited	20,000	\$100	all	\$39, sales	3 p.c.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$35	
STEAMSHIP COMPANIES—					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, sales	5 p.c.
Hongkong Steamship Co., Limited	20,000	\$15	all	\$8, sellers	7 1/2 p.c.
Hongkong, Canton & Macao S.B. Co., Ltd.	30,000	\$15	all	\$8, buyers	
Indo-China Steam Navigation Co., Ltd.	60,000	\$25	all	\$105, buyers	6 p.c.
Shanghai & Peking Co., Ltd.	25,000	\$10	all	\$105, buyers	3 1/2 p.c.
Star Ferry Company, Limited	50,000	\$10	all	\$10	
Southern China Steamship Co., Limited	20,000	\$10	all	\$10	
Steam Laundry Company, Limited	20,000	\$10	all	\$10	
STONES AND DISPERSEMENTS—					
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25	
Watson & Co., Ltd.	15,000	\$10	all	\$11, sellers	4 p.c.
Wellsman, Limited	90,000	\$10	all	\$10	
Wellsman, Limited	5,000	\$10	all	\$10, buyers	5 1/2 p.c.
Wellsman, Limited	5,000	\$10	all	\$10, buyers	
Para Rubber in London					3 1/2 p.c.
Loans.	Amount.	Value.	Interest.	Quotation.	
Chinese Imperial 1896	Tls. 767,200	Tls. 250	7% p. annum	Pat.	
VEERON & SMYTH, Share Brokers.					

FORTHCOMING EVENTS.

Thursday, 28th August:—	11.30 a.m.—The China and Manila Steamship Co. Ltd. Meeting of Shareholders.
Tuesday, 2nd September:—	11 a.m.—Auction of H.M.S. <i>Aurora</i> on board at H.M. Naval Yard.
	11 a.m.—Auction of H.M.S. <i>Handy</i> and H.M.S. <i>Jaune</i> on board at H.M. Dockyard.
Wednesday and Thursday, 3rd and 4th Sept.:	10 a.m.—Old and Surplus Naval and Victualing Stores at H.M. Naval Yard, by Messrs. Hughes & Hough.

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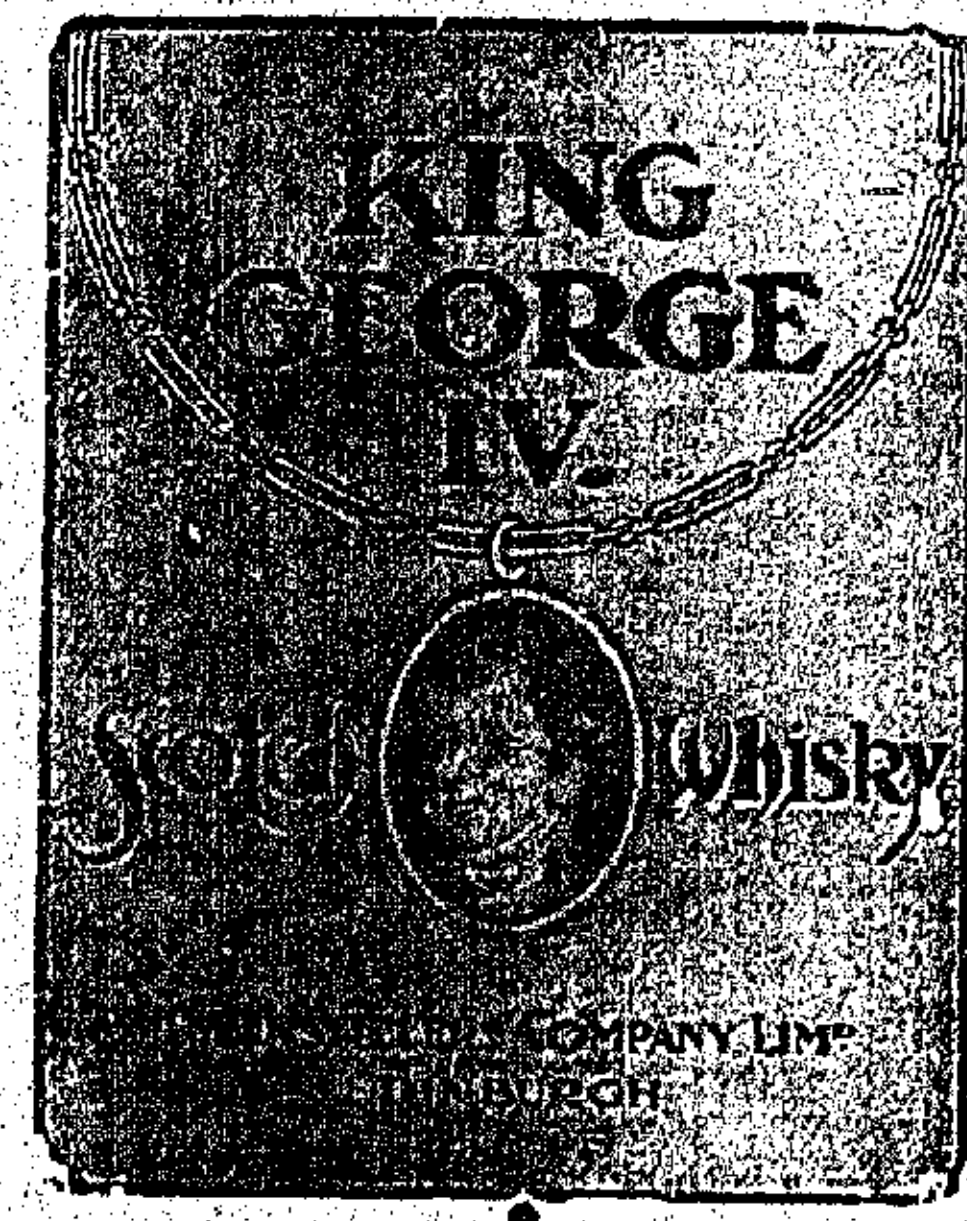
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